

FOR EUROPE & AMERICA  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
**HONGKONG WEEKLY  
PRESS,**  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance,  
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# Hongkong Daily Press.

ESTABLISHED 1857

By Appointment to H.M.  
the King.

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is ALL beef—prime  
beef in a readily  
digestible form.

No. 15,854. 號四十五百八千五萬一第 日二念月元年元統宣 HONGKONG, FRIDAY, FEBRUARY 12TH, 1909. 五拜禮 號二十月二年九零百九千一英港香 PRICE, \$3 PER MONTH.

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LARGE AND SMALL SIZES.

HOT or COLD beverages maintained at  
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INVALUABLE TO SPORTSMEN.

**A. S. WATSON & CO.  
LIMITED,**  
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AT \$10 PER MONTH.

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LIMITED.**

CHATER ROAD.

Hongkong, 1st October, 1908. [a40-1]

## GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.45 per bag ex Factory  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 29th April, 1908. [a1647]

## THE GRAND HOTEL.

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.  
Situated in close proximity to the Harbour  
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

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7.00 a.m.  
7.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
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8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.  
every 1 hour.  
SATURDAYS.  
Extra Cars at 11.30 p.m. and 11.45 p.m.  
SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.00 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 Noon. Every 10 minutes.  
12.00 Noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
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NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to  
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SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Vaux Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong 9th May, 1907. [1374]

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WINE & SPIRIT MERCHANTS

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BRANDY	★★★★	-	-	-	Per Case.
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" JOHN WALKER & SONS'	-	-	-	-	
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BLEND	-	-	-	-	10.50
PORT WINE, INVALIDS	-	-	-	-	20.00
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HONGKONG AGENTS.

[a51]

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SPECIAL OFFER FOR ONE MONTH OF OUR SUPERB STOCK  
OF SUITINGS AT THE FOLLOWING EXCEPTIONAL PRICES  
FOR CASH.

SCOTCH AND CHEVIOT TWEED SUITS  
ANGOLAS, CASHMERES AND LLAMAS  
AT \$35, \$38, \$40 & \$45.

BLUE AND BLACK SERGES, VICUNAS, &c.  
AT \$35, \$38 & \$40.

CASHMERE TROUSERS	-	-	-	\$12	\$14	\$16
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DRESS SUITS SILK LINED	-	-	-	\$75	\$85	
DRESS DINNER SUITS SILK LINED	-	-	-	\$70	\$80	

NOTE:—All above Materials are quite NEW, and of the very best quality and Latest Patterns.

## LANE, CRAWFORD & CO.

Hongkong, 11th January, 1909

[a33]

司公木興昌商英

THE PACIFIC COAST LUMBER MILLS, LTD.  
VANCOUVER, BRITISH COLUMBIA, CANADA.

MANUFACTURERS OF  
**DOUGLAS FIR (OREGON PINE)  
TIMBERS**

FOR  
**DOCK-YARDS: DECKING, SHEATHING, TIMBERS, SPARS, &c**  
**RAILWAYS: SLEEPERS, TIMBERS, PILES AND CAR-STOCK.**

Shipments made direct from our Saws to the Consumer in South China.

THOS. W. KYDD, Oriental Representative,  
Telephone 373. Office No. 30, Prince's Buildings, Opposite King Edward Hotel.  
Hongkong, 14th November, 1908. [a1565]

**WATKINS  
RED CROSS WHISKY  
IS THE BEST.**

THE SECRET OF ITS POPULARITY IS INSIDE  
EVERY BOTTLE.

PRICE \$14 PER DOZEN.

**WATKINS LIMITED.**


CHEMISTS AND DRUGGISTS.

31, Queen's Road Central.

Hongkong, 22nd January, 1909.

[a39]

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The GOLD MEDAL for Quality in the  
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## "WHITE HORSE" WHISKY.

TO HIS MAJESTY  
THE KING.  
By Royal  
Appointment.

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CRAIGELLACHIE " GLENLIVET

Estab. 1742

Quality  
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**\$15 PER DOZ.**

NOTE:—Any persons proved guilty of re-filling our empty bottles with inferior Whisky  
will be refused supplies. [a34]

THEATRE ROYAL.  
CITY HALL.

BY SPECIAL REQUEST.

**THE HONGKONG AMATEUR  
DRAMATIC CLUB**

WILL PRESENT

**"A COUNTRY GIRL."**

ON FRIDAY AND SATURDAY,

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PRICES AS USUAL.

Booking at the ROBINSON PIANO COMPANY, Opens at 10 o'clock A.M.  
on FRIDAY, 12th February.  
Hongkong, 3rd February, 1909. [a273]

**"POLO" BRAND**

**SCOTCH WHISKY.**

(HOME BOTTLED)

**\$15.00 PER DOZEN.**

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**CALDBECK, MACGREGOR & CO.,**

WINE & SPIRIT MERCHANTS.

15, Queen's Road Central.

[a35]

**BREWER & CO., LIMITED.**

PEPPER STREET—Adjoining Main Entrance HONGKONG HOTEL.  
TELEPHONE No. 696.

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Pictorial Puzzles and Word Play, by A. C. Pearson ...	2.75
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NEW COLONIAL NOVELS \$1.75 EACH OR 3 FOR \$5.00.
A Mystery of Mayfair, by John Strange Winter.
Holy Orders, by Marie Corelli.
The Iron Heel, by Jack London.
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David Brann, by Morley Roberts.
By the Royal Road, by Marie Haultmont.
Branded, by Gerald Biss.
The Artificial Girl, by R. W. Cole.
This My Son, by Rene Bazin.
A Soldier of the Future, by W. J. Bawson.
The Second Moon, by Helen Porter.

[a32]

**A LING & CO.,**

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS  
STORE.

Photographic Goods of every Description  
in Stock.

Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [1448]

**A TACK & CO.,**

26, DES VEAUX ROAD, CENTRAL.

**CAMERAS**

UP-TO-DATE STYLE

DEVELOPING AND PRINTING  
UNDERTAKEN.

Hongkong, 6th February, 1909.

[a37]

**NEW CARTRIDGES.**

By popular English Manufacturers. In  
all Bores and Sizes.  
SMOKELESS POWDERS AND CHILLED  
SHOTS. From No. 10 to 55SG. at \$6, \$7 and  
\$7.50 per 100, SPORTING REQUISITES  
and AIR GUNS in Variety.  
Inspection Invited.

WM. SCHMIDT & Co.  
Hongkong, 26th October, 1906. [1445]

**AUTOMATIC BROWNING  
POCKET PISTOLS.**

CALIBRE 7.65 m.m.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
SIEMSEN & Co.  
Hongkong, 6th March, 1907. [a47]

**AUTOMATIC MAUSER  
PISTOLS.**

CALIBRE 7.65 m.m.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
CARLOWITZ & Co. Agents.  
Hongkong, 15th March, 1907. [a35]

## HOTELS

### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dinner & accommodation for 300 Persons.  
String Band Plays during Tiffin and Dinner.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES, Manager. [a42]

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a233]

"KINGSCLERE,"

PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND  
MACDONNELL ROAD.  
Telephone No. 134.  
Telegraphic Address: "SACHSOLA."  
A.B.C. Code, 5th Ed.  
ELECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.  
Proprietress, Mrs. G. SACHSE. [a45]

"BRAESIDE,"  
PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort,  
Fine View of the Harbour.  
Telephone No. 690.  
Apply to— Mrs. F. W. WATTS,  
"Braeside," 20, Macdonnell Road,  
Hongkong, 4th December, 1907. [a44]

### ORIENTAL HOTEL

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHAEY, Proprietress.  
A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort  
to Residents and Tourists.  
Table D'Hôte at Separate Tables.  
MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.  
For Particulars, apply to  
M. MATTHAEY,  
Proprietress.  
Hongkong, 5th October, 1908. [a43]

### VICTORIA HOTEL

SHAMEN-CANTON.  
MANAGER—MR. H. HAYNES.  
Telegraphic address—"VICTORIA, SHAMEN."  
SITUATED ON THE BRITISH CONCESSION.

### MACAO HOTEL.

MACAO.  
MANAGER—MR. H. N. BEAUREPAIRE.  
Telegraphic address—"FABRER, MACAO."  
SITUATED IN THE CENTRE OF PRAYA GRANDE.  
Both Hotels electrically lighted, and under  
experienced European Supervision.  
GUIDES AND CHAISES PROVIDED.  
Every information and Special attention given  
to Tourists.  
REASONABLE RATES.  
WM. FARMER,  
Proprietor. [a1623]

"BOA VISTA"  
(HOTEL-SANITARIUM OF SOUTH  
CHINA).  
MACAO.

THE Hotel is under European manage-  
ment and most strict supervision as to  
food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
Two steamers (s.s. Sui An and Sui Tai) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with  
both these centres.  
Cable Address—"BOA VISTA."  
For Terms, apply to  
THE MANAGER. [a156]

**HOTEL RIPOSO, BEXHILL-ON-SEA.**  
The attention of intending visitors to  
England is courteously directed to the above  
private Hotel, widely renowned for comfort,  
and its excellent English catering and cooking.  
It adjoins good Golf Links and overlooks Sea,  
on South and West. Climate sunny and  
bracing. Terms from 8/- per day inclusive.  
Resident Proprietress Mrs. Gibson. [266]



## INTIMATION



A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

CHAMPAGNE

DE ST. MARCEAUX &amp; Co.,

REIMS.

VINTAGES

1898 &amp; 1900.

VIN BRUT AND VERY DRY.

PER CASE 1 DOZ. QUART.

PRICE . . . . \$52.00

PER CASE 2 DOZ. PINTS.

PRICE . . . . \$54.00

CHAMPAGNE

DE ST. MARCEAUX &amp; Co.,

is the most Popular Wine in England and Europe To-day and invariably figures on the Menus of Banquets, Dinners, and Suppers given by Reigning Monarchs, Ministers of State, Merchant Guilds, Sporting Clubs, &c., &c.

SOLE AGENTS—

A. S. WATSON &amp; CO., LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 12th February, 1900. [29]

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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## MARRIAGE.

At St. John's Cathedral, Hongkong, on February 11th, 1900, by the Rev. P. T. Johnson, M.A., Assistant, son of Mr. and Mrs. USTAV KOHLER, of Walrode, Hannover, Germany, to ROSINA, daughter of Mr. and Mrs. PIERCE HARRIS-PURCELL, of Shanghai.

HONGKONG OFFICE: 10A, DES VOUX ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 12TH 1900.

JOHN RUSKIN in one of his books on political economy tries to show the absurdity of the plea constantly re-iterated in all countries for larger armaments to ensure national security, by setting out as analogous the case of neighbours in a street outwardly on the best of terms with each other while each is secretly anxious to maintain a good stock of trusty weapons in his back garden in dread of his next-door neighbour committing a burglary. The analogy is weak, but reflections of this character certainly influence many minds. The speeches delivered by the King and Kaiser last Tuesday at Berlin may suggest such thoughts to many in both countries. In Germany, as we remarked yesterday, there is a wide-spread belief that England has been working to accomplish the downfall of the German Empire; in England the rise of the German Navy has been regarded as inspired by a determination to wrest from Britannia her supremacy on the sea, and much talk of the possibility of a German invasion has been heard from time to time. Lord Roberts, in the historic speech which he delivered last November from his place

in the House of Lords, told the nation that the rise of the German Navy had simplified invasion and that German strategy would be able to elude our ships and land 150,000 men. In the gravest tones the veteran soldier declared that, "if we do not take precautions, we may find ourselves in the hands of the invader, and be obliged to submit to the most humiliating conditions." He was not blaming Germany. On the contrary he said Germany ought to be praised, and her example followed "for her people, by their industry, their perseverance, their sound system of education, and by the advantageous military training which every man receives, have made her a great nation." He hurried perusal of the speech conveyed to many persons the idea that Lord Roberts had it in his mind that Germany meditated aggression, but a careful study of the address shows plainly enough that Lord Roberts cited Germany only as being the strongest possible enemy, and that, "for his purposes, every nation was a possible foe. Probably the arguments for compulsory military training were appreciated nowhere better than in Germany. The movement has evidently been gaining ground in England of late, for the fact is coming to be recognized that if Mr. HALDANE's scheme of Army reform fails—as there appears great likelihood of it doing—the next scheme will certainly be one for universal training. The British nation has been educated up to the point of insisting on the maintenance of the Navy at a two-Power standard, and if, as Lord Roberts has declared, we have not a strong army in England, it can at least be said that the ostensible object of all the reform schemes has been to strengthen the land forces. Mr. HALDANE, it is true, has claimed that he has added 90,000 men to the Army and saved 24 millions per annum, but Lord MILDENHALL, who was Secretary of State for War in 1900-3 and must, therefore, be regarded as a competent authority, has declared the statement to be incorrect in both particulars, while other authorities assert that there has been a large decrease—the figures varying from 80,000 to 115,000 officers and men. Whatever the facts may be is best left to the experts to decide, but it is interesting to note that a Government which came into power with a determination to cut down both the Army and Navy now claims that it has created a larger army, and has won the applause of the nation by definitely laying down as the leading principle of naval policy the maintenance of the fleet at a two-Power standard. Though REUTER, no doubt, quite justifiably declares the speeches by the King and Kaiser at Berlin to be regarded generally as denoting real advance in the prospects of European peace, we can anticipate no reductions yet in the world's armaments, and the demand for greater military and naval efficiency is likely to continue just as strong in every country as before these valuable assurances were uttered. The millennium is a long way off yet.

The Hongkong Ice Company Ltd. announce that from the 1st March the price of ice will be reduced to one cent per lb.

The Prince Regent's seal has cost 30,000 taels. The report does not state what it is made of.

The Tsingtau Hotel Co., Ltd. is being wound up. Mr. Ph. Lieder has offered 40 per cent for the whole of the shares.

A special announcement appears in another column with regard to the lower level tram service on the Race days next week.

A very modern innovation is reported from Peking. From April 20th next every one entering the Forbidden City will be required to show a photograph of himself.

At the Magistrate's yesterday a stallholder at the Central Market was fined \$3 for assaulting and \$7 for using abusive language to a lady when she came to his stall to make a purchase of mutton.

It is announced that the Hongkong Technical Institute's evening classes at Queen's College will be resumed on Monday next. The attention of intending students is drawn to the advertisement on page 4.

The yacht owners of the Royal Hongkong Yacht Club are to hold an "At Home" at the Club House on Saturday, March 13th, when the Band of the Buffs will be in attendance; and some yacht racing will take place.

C. J. Merchant, alias "Jones," appeared before Mr. Kemp at the Magistrate's yesterday on a charge of having embezzled 500 pesos on the 6th inst. within the jurisdiction of the United States. He was remanded for a week.

A police report was recently submitted to the Shanghai Municipal Council on the subject of opium smoking stating that in the Native City there are seven establishments where opium may be bought and smoked surreptitiously. The names and addresses of these houses were accordingly communicated to the Senior Consul for the Treaty's information.

The Court will sit in Criminal Sessions this month on Monday, the 22nd instant.

The Concert arranged by the Cathedral Choir in aid of the Organ Fund takes place at the City Hall this evening.

A long telegram has recently reached Peking from the newly appointed Resident to Tibet, H.E. Wen T'ung Yoo, concerning financial affairs in that country.

H.I.H. General Prince Fushimi will attend the funeral ceremonies of Their late Majesty the Emperor and Empress Dowager of China as the representative of H.M. the Emperor of Japan.

The bulletin issued by Dr. Jordan yesterday stated that Her Excellency Lady Lugard's condition may now be considered to have entered the convalescent stage, but it will be some days before her strength will allow her to be out. No further bulletins will be issued.

Another Chinese Prince intends to go abroad. Hsien Chang, the elder son of Prince Su, has obtained permission from the Throne to study abroad. He has decided to accompany the new Minister to Germany, H.E. Ying Chang, but has not yet decided in which country he will take up his residence.

Mr. J. A. Erickson, Superintendent of the Imperial Chinese Telegraph Administration at Peking, having resigned his post of his own accord, the Board of Posts and Communications in recognition of his past services in China, has given him a bonus of \$500 and £100 as passage money, and has appointed Mr. H. E. Hoeningsen as his successor.

The Prince Regent, in view of the introduction of Constitutional Government, a Peking contemporary says, proposes that, to set an example to the public, the members of the Imperial Clan shall be punished for offences under exactly the same conditions as prevail in the case of the general public. This he has submitted to the State Council.

A famine is reported in the district of Ching Cheng in N. W. Shantung as a result of failure of crops, caused by rains and floods during the past year. In response to a memorial by the Governor the Central Government has decreed that the taxes etc. paid during last year by the populace in the stricken district, are to be returned and distributed amongst them.

Their many friends in the Colony who are not already "in the know" will join with us in extending hearty congratulations to Mr. E. D. C. Wolfe, Inspector of Schools, and Miss Agnes Chatham, eldest daughter of the Hon. Mr. W. Chatham, Director of Public Works, on their engagement. A dance of the Centipede Society held in the City Hall on Wednesday night, Mr. Wolfe and his fiancée, who were present, received the felicitations of many who attended.

We notice in *L'Annuaire-Tonkin* an appreciative reference to the proposed University for Hongkong. There are two great means, our contemporary remarks, of reaching the conscience of a people—two pacific means: the rail and the book. Both are efficacious. The first increases the domain of the merchant and the manufacturer, benefits the native and the State. The second is perhaps more durable as a means of expansion because it aims at the domain of the spirit. These thoughts, says the writer, were suggested by reading the remarkable discourse of "Sir Lugard," the Governor of Hongkong, wherein His Excellency appealed for funds for the endowment of a University which a generous philanthropist, Mr. Mody, had offered to build at an estimated cost of \$200,000. "Passing in review the efforts of his French and German neighbours the Governor made a warm, and at the same time very convincing, appeal upon the importance of a University in the Far East with power to confer degrees of the same value as some of the English universities. Some questions of detail remain to be arranged and probably, under the patriotic impulse of 'Sir Lugard,' Hongkong will become an intellectual centre as it is one of the greatest entrepôts of the world."

## HARMSTON'S CIRCUS.

Interest in the nightly performances at the Circus is not allowed to wane and last night another large crowd found its way to Causeway Bay, and enjoyed the programme which was varied and interesting. To-night the attraction is supplied by the daring of a local man, Mr. W. G. Brown, offering to enter the den of tigers accompanied by their trainer. The sea-an shows on Saturday night with a complimentary benefit to Madame Harmston Love. The riding contest will be repeated and a handsome trophy will be awarded the winner. The matinee on Saturday afternoon should not be forgotten.

## A BOATING FATALITY.

A boating disaster, not previously reported, took place opposite Aberdeen last Friday. A Chinese public vaccinator, with several friends, hired a native boat to cross to Yungshawan. On the way one of the crew stood up in front of the boat with the intention of hoisting the sail, but his weight overturned the craft and the occupants were thrown into the water. All the six adults were saved, but one of two children was drowned. This one, a girl of five years of age, had apparently come up under the boat and was consequently not seen by the others. Her body was not discovered until the boat was righted.

An inquiry was held at the Magistrate's yesterday into the circumstances and the jury, after hearing the evidence of Dr. Hunter, returned a verdict of death from drowning but added there was no evidence as to how the accident occurred. The owner of the boat was arrested for having on board more than the number allowed by her licence and was fined \$5.

## TELEGRAMS.

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## JAPANESE CELEBRATIONS.

Tokyo, February 11th.

To-day is the twentieth anniversary of the promulgation of the Constitution. The event was marked by an official ceremony in the Diet and a popular celebration took place at Hibiya Park.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## CHINESE AND JAPANESE IN AMERICA.

London, February 9th.

An Association representing all the Chinese in the United States has telegraphed to President Roosevelt protesting against the unjust discrimination against the Chinese compared with the Government's treatment of Japanese in the United States.

The message declares that the immigration inspectors treat the Chinese as criminals and urges President Roosevelt to remedy the Californian School Laws and other evils.

## A JUMP IN CONSOLS.

London, February 9th.

Consols are three-quarters higher in consequence of Continental buying as a result of the King's visit to Berlin and the conclusion of an agreement between France and Germany regarding their interests in Morocco.

## THE ROYAL VISIT TO BERLIN.

SATISFACTION IN EUROPE.

London, February 10th.

The speeches delivered by the King and Kaiser at the State banquet at Berlin on Tuesday, coupled with the conclusion of the Franco-German Agreement which has been hailed with the greatest satisfaction both in Paris and Berlin, has produced general gratification denoting real advance in the cause of European peace.

## AN IMPERIAL ARMY SCHEME.

London, February 11th.

The Rt. Hon. Mr. R. B. Haldane, the Secretary of State for War, at a "Territorial Dinner" held at the Ritz Hotel, London, referred to negotiations with the overseas Dominions which were in progress with a view to the creation of an Imperial Army.

Mr. Haldane described this as a necessary extension of the chain of defence.

## CALIFORNIA AND THE JAPANESE.

London, February 11th.

The Assembly of California has refused to pass the Bill for the establishment of separate Schools for Japanese.

## ARCHAEOLOGICAL RESEARCH IN SIAM.

In a "Note on fields for Zoroastrianism" Archaeological Research in Persia and in India," Mr. Montgomery Schuyler, formerly Secretary of Legation and Consul General of the United States in Bangkok, has the following reference to Siam—

"That much work can be initiated by the Orientals themselves may be seen from the example of Siam. The Siamese Government, and particularly the Department of the Interior under the enlightened encouragement of H. R. H. Prince Damrong, the brother of the King and Minister of the Interior, has shown great interest and activity in preserving the historic ruins in that ancient country. A museum in the Ministry for the Interior has been founded in Bangkok and a large collection of archaeological material, inscriptions, carvings, and the like, from the ruins of cities of Northern Siam, and elsewhere in the Kingdom have already been collected there. Excavations have likewise recently been made near the site of the ancient pagoda or temple, at Thrapathum, not far from Bangkok, and the results obtained have been very encouraging. It is only a question of time when we may look for the organization of a Siamese Archaeological Survey, laid out on up-to-date lines and conducted according to the most modern methods, and a visit to Bangkok or an interview with Prince Damrong will convince one of what good work can be done in this field by Orientals without European intervention."

## THE SUICIDE OF M. BONHEURE.

The Indo-China papers now to hand contain particulars of the greatly lamented death of M. Bonheure, the Lieutenant Governor-General of Indo-China. M. Bonheure was found dead in the palace at Saigon on the morning of the 30th ult. with a revolver by his side and a bullet wound in his head. He left no letter making known the cause of his desperate act. The suicide must have occurred about midnight. He had dined that evening with M. Hermemer and Dr. Houaff, who left the Palace at 10.30. There was nothing, in the Lieutenant Governor's demeanour that evening to presage the act he a little later committed. Neither M. Outrey, who lived in the Palace, nor the police guard heard the detonation. The news created a profound sensation in Saigon and the public offices and the theatre closed as a mark of sorrow.

The autopsy disclosed that death was due to suicide, but, in spite of his apparent vigour, the deceased gentleman presented signs of serious organic disease, likely to cause great depression and doubtless predisposed him to suicide.

Mr. Klobukowski, the Governor-General, was on tour when the news reached him and he telegraphed that he would abandon his tour and return to Saigon by the most rapid means. He had not reached Saigon, however, by the date of the funeral which took place on the 8th inst. M. Outrey, representing the Governor-General conducted the sad ceremony. There was a large concourse of members of the civil and military authorities.

M. Outrey, in a discourse at the graveside, spoke of the deceased, as one of the most devoted most honoured and most brilliant servants of Republican and Colonial France. From the lengthy biographical sketch of the deceased administrator's career, given by M. Outrey, we gather that he was born at Nimes in July 1864. He was trained for the Bar and at twenty years of age was the first secretary of the conference of advocates. Three years later he joined the Army for a year leaving it with the rank of second lieutenant, and returning to his first vocation at the Bar. A little later he embraced a colonial career under the inspiration of M. de Lanessan, who, as a friend of his family, had come to appreciate his rare qualities of intelligence united to industry. From the 1st June 1891 to 1st December 1894 he passed through the lower grades of the service up to chief of the cabinet of the Governor-General of Indo-China. In 1896 he returned to France and in the following year was appointed Secretary General *pro tem* on the Ivory Coast, and subsequently became acting Governor-General of that Colony. His subsequent career included a mission to Samory then in conflict with France; later Chief of the Cabinet of M. de Lanessan on his appointment as Minister of the Marine. He was made a chevalier of the Legion of Honour in 1899, and in 1906 he received the rosette of an officer of the Legion. He steadily rose in the Colonial service to the rank of a governor of the first class which he attained in 1904, and in 1906 he was appointed Acting Governor of French Guiana. He came to the Far East in 1907 as "résident supérieur" of Tonkin. During his short sojourn there he made himself very popular and regretted his departure.

Mr. Flandrion, in the name of the Colonial Council, also pronounced an eulogy at the grave. A more recent dispatch from Saigon announces that as M. Bonheure left no word of his intention to end his days, and perhaps also because of reports which are circulating suggesting another cause of death, an "instruction" has been opened concerning the cause of death.

## A DRESSMAKING DISPUTE.

At the Magistracy yesterday Luddie Gainsberg, residing at 42 Wellington street, was summoned by a Chinese tailor for assault. The complainant, whose face was badly bruised, stated that when he called to collect his bill the defendant struck him over the head with a wooden support for a dressing iron. His Worship imposed a fine of \$5 and ordered defendant to pay \$5 compensation in addition.

Defendant—What am I to do with this dress? I cannot wear it.

His Worship—I have nothing to do with that. This is not a Court for deciding questions of that kind.

Defendant—I don't want this dress. It is spoiled. I cannot wear it.

His Worship—I have nothing to do with that.

## LATEST STEAMER MOVEMENTS.

The Silk ex M.M. str. *Ernest Simons* which left this port on the 4th ultimo was delivered in Lyons on the 8th instant.

The L.G.M. str. *Prins Waldemar* left Sydney on Tuesday the 9th instant at 3 p.m., and may be expected here on or about Wednesday the 3rd prox.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

## LOCAL SPORT.

## FOOTBALL.

The under-mentioned will represent the Hongkong Football Club in a Rugby match v. the Navy, to-day 12th inst; kick off at 5 p.m.—Back—E. L. Shaw; three-quarters—A. A. Clarton, A. Gregory, R. E. H. Oliver, and A. E. Wood; Halves—L. I. Blackburn and W. S. Hone, H. G. C. Bailey, W. I. Webb-Bowen, F. C. Hall; Forwards—H. W. Lester, P. Linton, W. B. Stanton, S. P. Warbrook, and E. D. C. Wolfe.

## THE MAKING OF A CIGAR.

The ubiquitous smoker scarcely ever gives any thought to the making of the cigar which adds to his post-prandial contentment or helps him at his desk or wherever his daily occupation may lead him. As a rule he is satisfied if the specimen selected is agreeable to his palate, and very rarely does he care to pursue his inquiries further. Probably, he remembers that it is to St. Walter Raleigh that the English speaking world is indebted for making known the pleasures of tobacco, but while indulging his preference for the Manila cigar, which naturally holds undisputed sway in the East, he would, if questioned, admit a complete ignorance on the subject of its manufacture.

In Manila it would be permissible to paraphrase a well known quotation in the words "to the making of cigars there is no end." There are many cigar factories in the city and it follows that their total output runs into figures which are beyond the thinking capacity of most folks. Millions, billions, trillions! The aggregate is unthinkable. Yet it is none the less real. The individual who is fortunate enough to see the capital of the Philippines would be very unwise if he neglected the opportunity of learning something of the manufacture of cigars. This opportunity was given a *Daily Press* representative during the Carnival. The doors of the Germinal Factory, were thrown open to him and he was conducted over the premises by the manager who courteously explained the process.

Unlike other cigars, the Manila cigar is not machine made. It is manufactured entirely by hand, and the amount of labour involved in its completion has to be seen to be appreciated. When the visitor has travelled from the bottom floor of a large factory like the Germinal, where the leaf is received in bulk, to its upper stories and seen the various processes through which a cigar passes before it is boxed or tied up in bundles, he is better able to realise what a bargain is the Manila cigar.

It is hardly necessary to remark that the tobacco plant grows extensively in the Philippines; it is one of the staple products of the islands. The leaf is purchased from the growers and is accepted according to classification; the inferior grades being utilised for the cheaper smokers and the superior grades for the more expensive cigars. After the leaf has been moistened in order to make it more pliable, it is transferred to the operators, having previously been denuded of its hard edge, a process known as stripping. The operator, sitting at his or her bench, sorts the various leaves. The fine leaf he reserves for the cover, and, deftly manipulating and cutting this to required size with a blade peculiar to the trade, he places inside the coarser tobacco and rolls it to a given thickness, finally gunning the exterior leaf so that the cigar comes from his hand a compact piece. Curiously enough it is the men who make the superior brand of cigars and the women the inferior. One would have thought that it would have been the other way about, but the women have been tried and found wanting. When the cigar is finished it receives the decorative efforts so well known, either ringed with coloured paper, bands, or enveloped in silver paper. Smokers hardly need to be told that the cigars are placed in cedar boxes which help them to mature. To show that nothing goes to waste in a cigar factory, it has only to be mentioned that the stripping taken from the leaf is sold to Chinese who produce soap out of it, and the tobacco refuse itself is utilised for manuring purposes. The writer saw the process of cigar making from start to finish, and sampled the *Germinal's* wares through the kindness of Dr. Bautista-Lin.

## COMMERCIAL UNIVERSITY FOR LONDON.

The Graham Trust Committee, says the "City Press," is considering a plan for extending the work of the trust so as to carry the wish of the founder, Sir Thomas Graham, that it should supply a teaching university for London, with special reference to subjects connected with the commerce of the City.

Graham College is recognised as totally unfit for the purpose, and part of it has already been closed as unsafe. It is now proposed to dispose of the building and, if possible, absorb some other institution closely identified with the City of London, and extend its work.

The whole endowment of the trust is available, and in addition there is an income of £10,000 a year set free by the liquidation of the debt on the Royal Exchange. The value of the site of Graham College which is at least £50,000, will also be available.

## THE SONG OF THE INCORRIGIBLE.

I wouldn't go home if they paid me,  
I don't mind six months on the loose,  
With cash in my pocket to spend like a rocket,  
Whenever I find an excuse.

I like a few weeks in London:  
With a more than occasional head;  
But to live in a villa would make me feel iller,  
Than ever I'll be when dead.

A man likes to visit his people,  
At least I suppose that he ought;  
But somehow when nearer they do not grow dearer.

Or half so much missed as one thought,  
No, I wouldn't go home if they paid me,  
(Though no one has ever yet tried),  
For it makes us all shiver to think what our lives would be without ponies to ride.

D. A. in the *Bangkok Gazette*.



## SUPREME COURT.

Thursday, February 11th.

IN PROBATE JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PRIGGOTT (CHIEF JUSTICE).

## SETTLING THE CONSTRUCTION OF A WILL.

His Honour gave his decision with regard to the true construction to be placed on the will of the late Jose Antonio da Silva. The plaintiff in this friendly action was J. M. P. da Silva, son of deceased and executor of the will, the defendant being M. A. P. da Silva, widow of deceased.

Sir Henry Berkeley, K.C., instructed by Mr. H. K. Holmes, represented the plaintiff, and the Hon. Mr. E. Pollock, K.C., who was instructed by Mr. Otto Kong Sing, appeared for the defendant.

His Lordship said—Mr. da Silva died leaving a will in which this clause appears, "I give, devise and bequeath to my wife, Maria Antonio Place da Silva, as long as she remains a widow, all my household furniture, jewellery, silverware, electroplated ware, library, philosophical instruments, and effects of every description for her use, and she may dispose of them as she thinks fit." This was subject to a special bequest of the piano to his daughter, and to a collection of coins which he desired should be treated as heirlooms. I have to decide whether this gives the widow an absolute interest in this property, as would appear from the last words of the clause giving her a power of disposition, or whether it is only an interest so long as she remains a widow, which would deprive her of any power of disposition, and would make an inventory necessary for the purpose of checking any action which she might take with regard to them. It appears that some small trinkets have in fact been given by her to some of her children on the assumption that she had an absolute right of disposition. I am of opinion in the first place that the words "she may dispose of them as she thinks fit" mean "she may dispose of them as she thinks fit." Therefore, apparently we have two sentences in the same part of the will which are in contradiction. For the family it is argued, and I think very plausibly, that if the power of disposition were maintained it would nullify the word "so long as she remains a widow," because it would enable the widow, for example, to give this property to a man whom she intended to marry the next day. But this *a priori* argument may be met by another; she might find herself in financial difficulties from which the sale of some of this property might relieve her, and she would be unable to do so, though apparently her husband intended to give her power to dispose of it. I was referred to a good many cases by both sides, but in deciding the question I need not go beyond two elementary principles: first that I must discover the true intention of the testator and give effect to it; the second, which is given in Williams, ninth edition, page 934—"the Court is bound to give effect to every word of the will, without change or rejection provided an effect can be given to it, not inconsistent with the general intent of the whole will taken together." Now, although all the other clauses of the will give the wife an interest in all the different kinds of property "so long as she remains a widow," I do not think that I am bound to construe the fifth clause in the same way, and thus reject the last words of it. The insertion of these words itself shows that I should be wrong in doing so. Is it then possible to give an intelligent meaning to the clause "giving effect to every word without change or rejection?" I have given the question much thought, and I have come to the conclusion that I can do so; people who make wills, though the law dubs them "testators" are still human beings; and they are apt to believe that what has gone on, and is going on while they are alive, can go on uninterrupted after they are dead. I do not find it very difficult to imagine that a husband, reposing all confidence in his wife, should in some respects continue to repose that confidence in her when he is writing his will, expecting her to justify it after his death. Mr. da Silva's intention throughout the will is to his mind clearly manifested; his widow is to continue his position as head of the family, and is to enjoy his property in the same way as he himself did while he was alive. With regard to the bulk of property he makes an ultimate disposition in favour of his children which is no more than carrying out his original intentions when he invested his money in shares. With regard to the furniture and other moveables, he desires the widow to have the same control over it as he had himself; she may dispose of it as he might dispose of it. He does not want her, it is true, to have it, should she marry again, but so long as she does not marry again it seems to me that he intended to repose sufficient confidence in her not to dispose of it entirely: so he has given her a power of disposition while she remains a widow, which he believes she will exercise reasonably; but if she marries again then her power over it is to cease. It is to be noticed that there is no special gift with regard to the furniture, etc.; it would in the event of her death or re-marriage, go into the general personal estate. I do not think this is unreasonable, and certainly reading the affidavits Mrs. da Silva has done nothing which would lead me to suppose that she takes any other view than the one I have expressed, though, of course, in view of these proceedings, she has been compelled to claim the full benefit of the last words of the clause. Nothing that she has done would have justified hostile proceedings; but I am told, and I hope it is so, that this is a friendly suit, and all parties desire my opinion, which I will now try to give, formal expression to. I believe the testator's intention to have been to give his widow a reasonable power of disposal of these things so long as she remains a widow. The reasonableness is a question for the Court, and

should the family think that any disposition of the furniture which she may make in the future is unreasonable, as, for example, if she were getting rid of it all, then they must apply to the Court to stop it. It seems to me, however, that this expression of my views as to the testator's intention will check, on the one hand, Mrs. da Silva from making such an unwise disposition of the property as her late husband would disapprove of—though I do not mean to suggest that she has any such intention; and on the other hand will check the family from making any application which the Court may think unreasonable to stop such dispositions as she may choose to make. This, I think, should be a sufficient guide to the conduct of all parties for the future and prevent unseemly family disputes in a matter which to my mind seems exceedingly plain.

Sir Henry Berkeley asked his Lordship to decide regarding the disposal of the coins.

His Lordship—That question is covered by the law of heirlooms. They go to the heir.

Mr. Pollock—They go to whoever is entitled to the estate for the time being.

His Lordship—I think we settled what was to be done last time. It is only a question of custody; the parties must arrange.

Sir Henry Berkeley—The eldest son should have them.

His Lordship—The eldest son and widow must try to arrange.

Mr. Pollock then raised the question of disposal, and submitted that the widow had a power to dispose of the property.

His Lordship—That is not my view at all. I don't think that could have been the testator's intention in this case. I am not disposed to assent to that. I have tried to give a human, not algal, intention.

Mr. Pollock—After her death what is to happen?

His Lordship—It goes into the residue.

Sir Henry Berkeley submitted that on the true intention of the will repairs and insurance should be paid out of the income.

His Lordship decided that ordinary repairs and insurance were covered by clause 25 of the will.

## IN APPELLATE JURISDICTION.

A BANKRUPTCY APPEAL.

Re Chan Yuen Shun ex parte Chan King Po.

His Lordship stated that the Full Court had intended to give judgment in this appeal, but Mr. Almada had properly drawn his attention to an ordinance passed in 1902 which he thought everybody had overlooked, and which altered the position of the debtor. He thought this would have to be considered.

Sir Henry Berkeley, who appeared for the judgment creditor, said it did not alter it so far as affecting the jurisdiction went.

His Lordship—I think it may, and I could not properly give judgment until we had considered it. Why we have all overlooked it, I don't know.

Mr. Pollock, who represented the petitioning creditor, said it had been entirely overlooked so far as he was concerned.

His Lordship—I could not give judgment this morning.

Sir Henry Berkeley—Will your Lordship indicate to us the point desired to be discussed?

His Lordship—Yes.

The decision will be delivered after further argument.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING PUNJEE JUDGE).

## CLAIMS FOR MONEY LENT.

The Wing Wing & Co., and Ng Yin Ho vs. George and Chan Po Hong on the 9th February, 1907, repayment of which was guaranteed by defendant.

Mr. F. W. Goldring (of Messrs. Goldring, Barlow and Morrell) appeared for the plaintiffs, the defendant being represented by Mr. G. K. Hall Branton (of Messrs. Branton and Hett).

Mr. Goldring said the plaintiffs were suing for \$1000, which was lent by them to a man called Ng George, and payment of which was guaranteed by the defendant. The loan was made in connection with a timber venture in Sankalan, and was to be repaid immediately.

Plaintiff was then called, and it transpired in cross-examination that his company was composed of more than twenty shareholders.

His Lordship, on this account, non-suited the action with cost.

## MARINE MAGISTRATE'S COURT.

Thursday, February 11th.

BEFORE HIS HONOUR COMMANDER BASIL R. H. TAYLOR, R.N. (MARINE MAGISTRATE).

## AN UNLAWFUL MOORING.

Three native boatmen were proceeded against for mooring their craft within one hundred yards of low water mark during prohibited hours.

Each defendant was fined \$5 or fourteen days' imprisonment.

## MISPLACED YULOR.

The masters of three cargo boats appeared before the Court on charges of failing to keep the yulors of their boats out of water and rigged in such a manner as not to project overboard whilst alongside of a ship.

His Worship fined the first and third defendants \$10 or a month, and the third defendant \$3 or ten days.

## A MISSING LIGHT.

The master of an unlicensed junk was prosecuted for failing to exhibit the regulation lights.

Lance-Sergeant Jackson informed the Court that defendant's boat, while underway off Stonecutters, was not carrying a masthead light.

A fine of \$15 was imposed, the alternative being five weeks' imprisonment.

## HOW CHILDREN ARE TAUGHT IN JAPAN.

IN JAPAN.

Mr. R. de Chateaux has contributed to the London Daily Mail the following interview with Mr. Tokiyuki Hojo, Director of the Hiroshima Normal College and Japanese Delegate to the International Moral Education Congress, at present sitting in the University of London:—"Konishi-wa, Hojo San; do des ka?" "Arigato, itazumono tori yoroshiku gasarimasu." Having thus exchanged the classic Japanese greetings, I asked Mr. Hojo, one of Japan's greatest educationalists, to compare Japanese and English educational systems.

"This is my first visit to England," he replied. "Consequently, I have no opinion, so far as Japanese schools and on education in general."

"Makotoni arigato gasarimasu." ("In truth I thank you.")

"First of all, let me tell you that the education of children, whether boys or girls, must be carried on in schools. On my way to England I have spoken with parents who thought that the ideal way of bringing up a child and educating him was to give him a tutor at home. This is wrong. Children, more than grown-up persons, need companionship. The school, with its friendships to be discovered—competition, game, noble rivalry, visible progress or the reverse, the school is indispensable to thorough education of the body, the mind, and the character."

"At what age," I asked, "do you think children ought to go to school?"

"At six; not before. I am told that in Germany and France babies of four are sent to school (I say school for lack of a better name), but that system is altogether foolish. Until the age of six the child's place is at home. He needs his father, and still more, his mother—yes! his mother. It is really extraordinary what mothers, with their intuition and love, can do for children, even at this early age."

"Should he or she be strict?"

"Both should be most severe. We have a saying in Japan: 'Good parents are strict parents.'"

These words were pronounced with great emphasis.

"How long," I asked, "should a child remain at school?"

"Six years at school."

"As long as possible. Of course, in certain cases, it is impossible to keep children longer than six years at school. Their parents want them—for the rice fields, the mines, the various trades—and in these cases the *Sho gaku* (elementary school) has to be sufficient, but the number of children attending the *Koto sho gaku* (high schools) is yearly increasing. Education is not only necessary to a human being, to make him worthy of the name, but it is indispensable to his usefulness in the world, and to enable him to live instead of merely existing."

I watched Mr. Hojo as he spoke. His energetic face, cold, distant, mask-like, and somewhat mysterious, was illuminated by conviction. The jet-black eyes, gleaming behind the round gold-rimmed spectacles, and little blue veins were swelling on the bulging forehead. The lips, of the colour of wine, were ever mobile, showing the stern, square chin, and the nostrils quivered with passion.

"Do you believe in books?" was my next question.

Mr. Hojo sighed.

"One cannot do without them. But a careful, very careful selection has to be made. Professors and parents alike should be most particular about the books they give their pupils or children. A few excellent books are amply sufficient. They are a key to knowledge, and a key to study. They save time, but—nothing else. The rest of the book is the real work, has to come from those who know by experience, and from the students themselves. The great object of education, after all, is to teach young ones to think for themselves. In Japan, we do not believe in memory. Our students must understand their lessons. The memory of words fades, but we never forget what we have once thoroughly grasped."

The next question I wished to ask the distinguished educationalist was delicate, but I had to deal with such a noble and broad-minded personality that I did not hesitate.

"What about religious education?" I asked.

"We are tolerant, for we know the meaning of liberty," was the reply. "In my school, I have Shintoists, Buddhists, and Christians—all of them Japanese. It is so in most schools. We respect all convictions, all faiths, all religions—and discuss none. It is a simple method, and yields excellent results."

I could not help thinking that Young Japan, with less than forty years of "Western" civilization to boast of, seemed in this subtle and important matter of tolerance far ahead of old Europe with its centuries of culture!

## THE QUESTION OF GAMES.

"Let us pass from psychology to physiology," I suggested. "Do you give an important place to physical training in Japan?"

"Very much so. We have two kinds of *tai-so* (athletics): simple exercises and military exercises. Both have a great importance in my country. All our boys fence and practise judo. We have also rifle practice in many schools, but, unfortunately, not yet in all of them. The boy must be trained to become a man and even if he is never to shoot at anything but game, it is just as well that he should know how to shoot."

"Hojo San," I said, hesitatingly, "may one ask you what is the chief defect of the average Japanese schoolboy or student?"

"I love them too well to find fault with them when speaking to a foreigner," the professor retorted with a wink of his little jet-black eyes.

"Are they perfect?" I inquired, somewhat sarcastically.

"No; no boy or student—no old man is perfect."

Are they truthful?

I at once regretted to have asked that question. Mr. Hojo frowned fiercely.

"Sir!" he exclaimed, "Japanese students always speak the truth. In the land of the Rising Sun an educated man who would tell a lie would be done for, degraded, ruined. We consider lying as the worst of sins and the most contemptible."

I apologized, and afterwards I asked, with unquenchable logic:

"But if they are not perfect, those Japanese students what is your chief complaint?"

Mr. Hojo hesitated, then whispered:

"They are too reasoning. They argue; they always want to be right; they discuss with their masters, their professors, their directors. A Japanese always wants to know 'why' and 'why not?'"

Mr. Hojo laughed with eyes his true Japanese style. He was obviously pleased with his answer. His hilarity encouraged me to ask another delicate question:

"How do you 'punish' in Japan? Do you—"

"Never. Corporal punishment is not resorted to. We discuss with words, severe words—and with the teacher's face."

Mr. Hojo illustrated this special expression most eloquently. We both laughed. But the matter was serious, and interesting. The idea is that with a sharp, reproaching glance, a severe compression of the lips, the Japanese master can tell a great deal more than by the

of the national British birch. "Flogging with the eye" may require some training, but it is undoubtedly worth studying.

We passed to a more cheerful subject—the games of Japanese children.

"They play *te-i-ku* (lawn tennis), *ya-ku* (baseball), and *ku-jai-jai* (bow and arrow)—they play... when they play. Our children, our students, understand that they must work, and work hard, for the welfare, for the greatness of their country. We do not waste our time in Japan, and study is a pleasure as well as an honour!"

After a hearty hand-shake Mr. Tokiyuki Hojo returned to the platform, and resumed his seat near the president of the International Moral Education Congress, and as I left the University of London passages from the famous educational treatises, the *Zi-ko Kyau* and the *Do-ji Kyau*, recurred to me, and I mentally repeated some of the old Japanese maxims:

"Mountains are not noble because they are high; they are noble because they have trees. Man is not noble because he is rich or stout, but because he has wisdom and learning."

"The wise Sonkei, in order to study, looked his door; the wise and poor Kuan-kun pierced a hole through his wall to study by moonlight; the wise Sosin pricked his legs with a pin when he studied so as not to fall asleep."

"When a tiger dies there remains his skin—when a man dies there remains his reputation."

## THE AMERICAN NAVY.

ATLANTIC FLEET'S CRUISE: A FACTOR IN INTERNATIONAL PEACE.

The last annual report of Mr. Mottel as Secretary of the U.S. Navy contains the following remarks:

The most notable event of the past year is the voyage of the battleship fleet. This has proven an epoch-making cruise, the longest ever undertaken by such a number of battleships, and has enlisted the interested attention of the naval world.

Late in the spring of 1907 it was decided to send the Atlantic fleet on a practice cruise to the Pacific. Plans were at once prepared, and in August of that year the final arrangements were determined upon. These plans, as events have shown, were well and completely made, and have been carried out without change or modification.

Credit for this is due and should be given to the several bureaus of construction and repair, steam engineering, equipment, and supplies and accounts, which on this occasion, as in the early months of 1898, have developed conspicuous efficiency in their respective lines of work.

The fleet sailed from Hampton Roads December 16th, 1907, after a review by the President, and made the passage to various ports for coaling. Incidental stops in South America; engaged target practice upon arrival at Magdalena Bay, Mexico, arranged by the kind permission of the Mexican Government; and reached San Francisco, as scheduled, without a single mishap to mar the voyage.

When the purpose of giving this assemblage of battleships the privileges and advantages of a practice cruise, under such severe conditions, was announced, criticism from high technical quarters was heard. It was suggested that the undertaking was too monumental; that a battleship is too vast and complicated a piece of mechanism to send around the globe on any ordinary occasion; that dangers more than multiplied with numbers in such a case; that was borne every unknown tidal current; that the skeletons of some of the ships would double be left in the Straits of Magellan; that if the fleet should succeed in rounding South America, it was reasonably certain that the individual ships would, one by one, arrive with machinery loose and almost unserviceable, and with crews reflecting the demoralized condition of the material, and that a woeful spectacle of failure would thus be presented.

As to the material, the old facts are that the ships have practically taken care of their own repairs on this cruise. The repair lists turned in at the United States naval station at Cavite, P. I., are significant, since they substantially show what was needed after the voyage to the eastern borders of the Pacific by way of Australia and Japan, and they are negligible. The performance of the *Oregon* in 1898 has, it seems, been substantially repeated.

With respect to its effect upon the discipline of the material, the fleet has been highly beneficial. Too much cannot be said of the magnificent conduct of the enlisted personnel throughout the history of the voyage, and in the presence of an unprecedented succession of entertainment and shore hospitalities. The occasion has brought to the front that element of greatest strength in our navy—the personal characteristics of the enlisted force. The tact, ability, and mastery of their profession shown by the officers, from the lowest to the highest, is likewise worthy of commendation.

It is too early to sum up the results of the voyage of the battleship fleet, since it is barely yet half over. But thus far it has given us an opportunity to get better acquainted with the Republic to the south of us, with our own island possessions, with the new and vigorous people of the British Empire in Australia, and particularly with Japan and it has afforded the people living in those countries a better opportunity to get acquainted with us. It has been everywhere, in the South American countries, and most notably in Australia and Japan, a good word accepted, as it was intended, as the greeting of the part of a meritorious and cordial and enthusiastic hospitality extended to our fleet will no doubt be long remembered, and has unquestionably exerted a powerful reflex influence on feeling in this country. Between the United States and every country visited there is a feeling of deeper interest and friendship than has existed before the fleet sailed. Our own Pacific coast and island possessions have been placed in sight and touch with the strength of the nation. No doubt can remain, therefore, that the cruise of the battleship fleet has marked a long stride in the direction of international peace, and has tended materially to cement the traditional friendships of the United States with the countries at whose ports this international call has been paid.

Whatever may be said in technical criticism of the navy, the American people, to whom the ships belong and who paid for them, know as the result of this extended cruise, at least, that the vessels will float, that their officers and men can handle them, and so far as actual tests in peace can show, that the ships and the fleet are fit in every particular for any duty.

While this achievement of the fleet, its officers, and men is a matter of national congratulation, and has enlisted the interested observation of the naval establishments of other countries, it is intended to suggest that the navy should rest on any past or present performance. Doubtless neither the vessels themselves nor the details of naval organization are perfect. To make them so should be the constant study of all concerned therewith, and in the pursuit of such accomplishment our successors need fear no lack of opportunity for the exercise of the highest judgment and ability and the broadest patriotism.

## LIKIN AND OCTROI IN CHINA.

Chinese Public Opinion (Peking) says—

Opium has frequently been designated the "curse of China," and we can only cavil at the distinctive proposition, for as the popular saying has it "there are others." Amongst these "others" we must indubitably reckon Likin and Octroi.

These taxes in themselves are quite a natural and legitimate means of raising revenue. Their origin was perfectly natural and as a matter of fact they were, originally, an excellent solution of a difficult financial problem. Take China at a period when each Province or group of Provinces was in itself a separate entity paying only an annual tribute to the Crown—as a matter of fact a genuine feudal system. In such circumstances it is obvious that the duty on goods in transit must be paid in separate levies to each Province through which they passed. It would certainly not be fair for the Province of shipment and the Province of destination alone should benefit by taxation of the goods and the intermediate Provinces through which they passed maintain the waterways or roads without recompense for the use thereof. Likin therefore was devised so that at certain stations a small tax should be paid to cover the cost of upkeep of that section of the waterway or road between the stations. The natural profit from this taxation, a margin, for which world, of course, he allowed, would revert to the district or Provincial Treasury as part of the due and just revenue of the Province. The Octroi covered the same principle in regard to the towns.

This is simply the Chinese equivalent of the ancient turnpike roads of Europe. The Chinese system, however, was far more complicated, for the tariff charged on the goods passing the barriers was proportioned according to their nature, their quality, and their market value, whereas the turnpike charged only a fixed sum for each vehicle, equestrian or pedestrian passing its gate.

The Likin and the octroi barriers naturally soon fell into the charge of unscrupulous men, for how could the fiscal fall to see the opportunity of using discriminative tactics in a busy station and in response to a personal "tip" favour the party who thus pondered to his greed?

The personal gratuity within this manner became a custom and from a custom the natural sequence would make it a necessity.

Then again the official in charge of a Likin or octroi station had the power of demanding the examination of any cargoes of which he might be, or might pretend to be, suspicious, and exercise of this right in the case of a boat, for instance, would involve the entire unloading of the craft and the reloading afterwards, possibly entailing a delay of several days. In the case of a cart it would mean a great deal of labour, unloading and reloading and a great waste of time. All this it is in the power of the official in charge of the barrier to inflict should the boatman or the cart owner not satisfy his greed by a sufficiently large gratuity in cash.

This is no hypothetical case. It is an actual fact which occurs daily on almost all the inland waterways and roads of the country.

Goods passing from one part of the country are able and should pay a reasonable tax for transit facilities and protection, but if this is abnormally expanded by illicit demands from such barrier officials the amounts paid during the journey become out of all proportion to the value of the cargo.

It may be said that the Provincial Authorities should check it. Many of the barriers are in districts extremely remote from the quarters of the High Officials. The boatman and carters who traverse these routes have to do so continually and dare not make formal complaint for if they did they would be subject to such delays and disbursements at the hands of the other barrier officials and the friends of the one complained of that their business would be utterly ruined. Then again the burden of proof would be with complainant, and it is certain that the barrier official would have the backing not only of his own cohorts but of a host of independent witnesses, which to carry favour with him, swearing to his innocence.

A system which thus lays itself open to such gross and glaring abuse and which can thus hamper legitimate trade can never be anything but a curse to a great country like China.

In 1902 a treaty was made with the British, known as the Mackay Treaty in which one of the stipulations was that China should abolish this Likin taxation.

In recompense therefore the import duties on foreign goods were to be raised from 5 to 12 1/2 per cent. Whether this would financially have proved an equivalent to the Government we cannot say, but it would certainly have removed a barrier from internal trade which should prove beneficial. The Treaty unfortunately could only come into force on all other Treaty Powers agreeing to its terms. This, we believe, has not yet been accomplished; so the Treaty of 1902 remains a dead letter.

With a hint in the condition of feudalism the Likin system might almost be considered essential year by year the Government is being centralized and its necessity no longer acute. Lately we have seen the results of the application of the Likin system on the Shanghai-Nanking Railway. This has meant the almost total suppression of the goods traffic on the line to the great detriment of its revenue. "Vested interests" alone can be the explanation of the suicidal policy, for the revenue from the railway, as far as least as the Central Government is concerned would be a vast obstruction removed, probably quadruple that derived from the Likin taxation. Truly some departments of our Government are blind to the country's interests unless they are willfully subserving these to the interests of themselves or their friends.

Our Rulers and our Ministers of State are prating loudly of reform. We believe they are sincere! It does not astonish us that so little that is effective, seems yet accomplished. With such a mass of irregularities facing them, with so many abuses trying for adjustment, it is scarcely surprising that they are in a quandary as to where to begin. One thing, however, is absolutely certain and that is that the wholesale robbery of the populace whether in the guise of Likin, octroi or other taxation must be put a stop to instantly.

The system of Provincial, or feudal, control has had its day. Centralization of Government having National finances and a National budget are essential for the future. Lack these, and failure and retrogression from the path of progress are a foregone conclusion.

What then must be the natural sequence of our argument? It is this: Before Financial or Commercial reform can be favourably instituted, Likin and Octroi are both official modes of taxation. The Provincial Governments being now merged in the Central Government and being directed thereby should no longer need to look for their own revenue. These should be supplied from headquarters, should be accounted, and without deduction, should be accounted. Then can the enormous growth of Likin and octroi be abolished and a system of through taxation instituted whereby a payment shall be exacted from its point of shipment to its destination without further deduction or deduction.

This may be the reformer's idea but it is indubitably correct.

## THERE IS NO

REASON WHY

ANY HOME

SHOULD BE

WITHOUT A

PIANO

WE HIRE FOR

\$10 PER MONTH

ROBINSON PIANO

CO. LTD.

SIX CIGARS A DAY AT 90.

NONAGENARIAN ARTIST STILL AT WORK.

"The King offers you his sincerest congratulations on attaining your ninetieth birthday."

This telegram arrived at a house in the Maids Vale district and was handed to a rosy-cheeked old man with snow-white hair, whose armchair was drawn before a blazing fire. He laid aside the book he was reading and scanned the birthday greeting from the King with a happy smile. Then he lit a cigar.

The recipient of the telegram, who could read with ease on his ninetieth birthday, whose memory was undimmed, and who could still enjoy a good cigar, was Mr. W. P. Frith, A.A., the veteran painter, among whose many famous works "Derby Day" is perhaps the most famous.

"At ninety one can't expect to have many recollections left, but I am a wonderfully lucky old man," he said. "My night is pretty nearly as good as ever it was. I can read nearly all day, and when I feel fatigued at night I take an armful of papers and books to be with me and read myself to sleep."

"And how many old fellows of my age can really enjoy a cigar? I can, though. Nearly always I smoke six during the day; often I can manage seven. Sometimes I tell my home-keeper that I must really cut down my smoking allowance. Fancy an old



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lichers.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

MR. GUMELINDO JESUS SEQUEIRA is authorized to Sign my Firm for Procurement from This Date.

Hongkong, 11th February, 1909. [327]

## DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL Duties will be RESUMED on MONDAY, 15th instant.

Hongkong, 12th February, 1909. [326]

## E. R.

HONGKONG TECHNICAL INSTITUTE.

## QUEEN'S COLLEGE.

EVENING CLASSES in the following Subjects will Resume Work on MONDAY, February 15th.

ENGINEERING SECTION:  
Building Construction and Drawing.  
Machine Drawing.  
Steam.  
Mathematics.  
Mechanics.  
Physics.

COMMERCE SECTION:  
English.  
French.  
Short-hand (including Typewriting).  
Bookkeeping.

SCIENCE SECTION:  
Chemistry (Theoretical).  
Physics (Practical).

TEACHERS' CLASSES:  
English.  
Copies of the Prospectus, and Entry Forms for intending Students, may be obtained on application to the Undersigned.

E. RALPHS,  
Director.

Hongkong, 12th February, 1909. [320]

THE ELECTRIC TRACTION COMPANY OF HONGKONG LTD.

## HONGKONG RACES, 1909.

ON the 16th, 17th, 18th and 20th of February a SPECIAL SERVICE on CARS will be Run between the Post Office and Race Course.

The Ordinary Stopping Place will not be recognized, but Cars will stop on request of Passengers desiring to enter or alight. All Cars will stop at Garden Road.

Passengers leaving the Race Course are requested to await the arrival of Cars at the terminus and not to board Cars on the way up.

J. GRAY SCOTT,  
General Manager.

Hongkong, 12th February, 1909. [321]

## FOR SALE.

LAUNCH "KWAICHOW" (Chefoo).

PROPERTY of The Wiltshire and Native Labour Association, Limited.

LENGTH ... 75 ft 8 tenths.  
BREADTH ... 12 ft 5 tenths.  
DEPTH ... 7 ft 5 tenths.  
HORSE POWER ... 75.  
TONNAGE ... (Gross 40-41).  
Tonnage ... (Registered 15-72).  
BUILT ... Kwong Hep Loong Co., Ltd., Hongkong, 1904.

For further Particulars Apply—  
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th February, 1909. [322]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF A TRADE-MARK.

NOTICE IS HEREBY GIVEN THAT MESSRS BLACKHEAD & Co., carrying on business at Victoria in the Colony of Hongkong and elsewhere as Merchants have on the 15th day of January, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:

The representation of a Baby Seated upon the floor. To the right and left are two Medallions the lower of which partially overlaps the other in the name of FRIEDRICH HENRICH HOHNKE and FRIEDRICH JOHANN RUDOLPH SCHWABOFF who claim to be the Sole Proprietors thereof.

The Trade Mark is intended to be used by the Applicants in respect of the following Goods:—  
Condensed Milk, Natural Milk not Condensed, Unsweetened Condensed Milk, Cream and Chocolate, in GLASS 42.

A Facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and of the Undersigned.

Dated the 9th day of February, 1909.  
DEACON, LOOKER & DEACON,  
Solicitors for the Applicants.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, MOJI AND KOBE.

THE Steamship "JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 11th February, 1909. [318]

## NEW ADVERTISEMENTS

## TO LET.

A HOUSE in KNUXTON TERRACE, Kowloon.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 12th February, 1909. [323]

NAVIGAZIONE GENERALE ITALIANA.  
(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship "ISCHIA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 22nd inst., or they will not be recognized.

All Claims will be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 17th inst., at 9.30 a.m.

No Fire Insurance has been effected. CARLOWITZ & Co., Agents.

Hongkong, 10th February, 1909. [4]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP LONDON AND STRAITS.

THE Steamship "GLENROY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th inst., will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, where they will be examined on the 18th inst., at 11 a.m.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.  
Hongkong, 11th February, 1909. [325]

THE EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS at 11.45 a.m. on TUESDAY, WEDNESDAY and THURSDAY, the 16th, 17th and 18th instant, respectively.

Hongkong, 11th February, 1909. [310]

NOTICE.

IN the Goods of CHARLES JOHN FARROW, deceased, ALL CLAIMS against the estate of the late Mr. C. J. FARROW should be forwarded to the undersigned at H.M. Consulate, Amoy, before March 15th, 1909.

LANCELOT GILES,  
Official Administrator.

Amoy, 5th February, 1909. [292]

HONGKONG CLUB.

NOTICE.

APPLICATIONS will be received by the Undersigned up to the 31st March, 1909, for the Post of ACTING STEWARD to the above Club for six months from the 1st May, 1909.

Applicants should be unmarried as residence on the Club Premises is essential.

By Order,  
JAMES CRAIK,  
Secretary.

Hongkong, 11th February, 1909. [315]

DEVONIAN SOCIETY.

THE ANNUAL DEVONIAN DINNER

will be held at the HONGKONG HOTEL, TAI MOH KOW (SATURDAY), 13th February, 1909, at 8 o'clock p.m.

DEVONIANS wishing to attend are requested to send in their Names to—  
M. S. NORTHCOTE,  
Hon. Secretary.

Hongkong, 3rd February, 1909. [274]

THE ELECTRIC TRACTION COMPANY OF HONGKONG LTD.

NOTICE.

THE ELECTRIC TRACTION COMPANY OF HONGKONG LTD.

Herby Give Notice that under Section 7 of Ordinance, No. 10, of 1902, they intend to apply to His Excellency the Governor in Council for permission to construct and maintain a loop 112 yards in length—commencing at the junction of Connaught Road West and Des Voeux Road West, thence proceeding along Connaught Road West in an Easterly direction to Hill Road, thence in a Southerly direction along Hill Road West to Des Voeux Road West and terminating in Des Voeux Road West at a point near the South West corner of Marine Lot No. 289, the whole being so arranged as to facilitate the transfer of the Cars from the West-bound line to the East-bound line without proceeding to the existing terminal loop at Kennedy Town.

J. GRAY SCOTT,  
General Manager.

Hongkong, 8th February, 1909. [297]

HONGKONG ICE COMPANY, LTD.

IT IS HEREBY NOTIFIED that on and after the 1st March, the Selling Price of Ice, will be Reduced to ONE CENT per pound.

JARDINE, MATHESON & Co., Ltd.,  
General Managers,  
Hongkong Ice Company, Ltd.,  
Hongkong, 11th February, 1909. [311]

## INTIMATIONS

HONGKONG JOCKEY CLUB.  
RACE MEETING, 1909.

TUESDAY, WEDNESDAY, THURSDAY AND SATURDAY (OFF-DAY),  
16th, 17th, 18th and 20th February.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Price \$7 for the Meeting (including the Off-Day), or \$3 per day. Tickets for the Off-Day, \$2.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,  
Clerk of the Course.

Hongkong, 8th February, 1909. [293]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races 16th, 17th, 18th and 20th inst.

A Stand and Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which are now being sent out with the Members' Tickets.

All Tickets must be produced to gain admission.

Special accommodation will be reserved as in recent years for Chinese Ladies and their Female attendants in the Stand erected on the plot of ground next to the Lusitano Club Stand.

T. F. HOUGH,  
Clerk of the Course.

Hongkong, 8th February, 1909. [294]

HONGKONG JOCKEY CLUB.

NO CHILDREN under the age of 14 years will be admitted into the Enclosure.

T. F. HOUGH,  
Clerk of the Course.

Hongkong, 8th February, 1909. [295]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the Race Course during the Race day WITHOUT TICKETS which can be had on application to the Undersigned. These Tickets are only available for servants while in attendance on their employers, or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession, will forfeit them and the holders thereof will be removed from the enclosure.

T. F. HOUGH,  
Clerk of the Course.

Hongkong, 8th February, 1909. [296]

RACE NUMBER

THE KALEIDOSCOPE  
(TOM SWABY'S MAGAZINE)

ON SALE EVERYWHERE,  
or from  
14, ALEXANDRA BUILDINGS.

Hongkong, 11th February, 1909. [312]

CATHEDRAL CHOIR

CONCERT

TO-NIGHT (FRIDAY),

FEBRUARY 12TH.

Hongkong, 10th February, 1909. [306]

ALEXANDRA CINEMATOGRAPH

ZETLAND STREET, BELOW MASONIC HALL.

TO-NIGHT AND EVERY EVENING.

SELECT PROGRAMME.

Amongst Others—  
A TRIP ON THE IMPERIAL CANAL  
and the Magnificent Coloured  
350 Metres Film  
SAMSON and DALLAH.

These FILMS have NEVER been seen in ANY Cinematograph in Hongkong.

Hours 9 to 11 p.m.  
Admission \$1.20, 80 cts. and 50 cts.  
Hongkong, 22nd January, 1909. [224]

\$40,000 TO LEND.

ON Mortgage of Good Landed Property.

Apply to—  
J. M. XAVIER,  
Care of Messrs. Goldring, Barlow & Morrell,  
Hongkong, 8th February, 1909. [298]

GRACA & CO.,  
(Established 1896).

No. 27, DES VOEUX ROAD.

Dealers in  
POSTAGE STAMPS  
and all Philatelic Goods.  
Pictorial Post Cards. Birthday Cards.  
MANILA CIGARS and CIGARETTES.  
Albums, Novels,  
Tweezers, Hinges, Linens, Flower Seeds,  
etc., etc., etc.

Inspection solicited. [126]

WANTED

WANTED.

FROM the First of May, A FOUR-ROOMED HOUSE in Wyndham St., or vicinity with back verandah commanding view of the harbour. Apply Stating full Particulars to—  
Care of "Daily Press" Office.  
Hongkong, 9th February, 1909. [303]

## PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$1.25 per Share, declared at the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS, held This Day, will be PAYABLE at the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 9th February, 1909.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,  
W. E. CLARKE,  
Secretary.

Hongkong, 9th February, 1909. [305]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of February, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1908.

By Order of the Court of Directors,  
J. B. M. SMITH,  
Chief Manager.

Hongkong, 9th February, 1909. [302]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from TUESDAY, the 9th instant to SATURDAY, the 20th instant (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,  
J. B. M. SMITH,  
Chief Manager.

Hongkong, 5th February, 1909. [290]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the Offices of the Company, Queen's Buildings, New Prince, on MONDAY, the 22nd February, 1909, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd February, both days inclusive.

By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.

Hongkong, 28th January, 1909. [247]

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

SHARE CERTIFICATE No. 4/449 representing 8 Shares of THE YANGTZE INSURANCE ASSOCIATION, LIMITED, registered in the name of HOW CHONG (厚昌) has been declared to be LOST.

This is to Give Notice that if the above-mentioned Certificate be not presented at this Office within One Month from Date, a New Certificate will be issued in place thereof.

By Order of the Board of Directors,  
W. S. JACKSON,  
Secretary.

No. 26, The Bund, Shanghai,  
13th January, 1909. [206]

GREEN ISLAND CEMENT CO., LTD.

LOST SHARE CERTIFICATE.

No. 4782—157229/157236—8 Shares in name of ETHEL NEWTON TRIBE.

NOTICE IS HEREBY GIVEN that a DUPLICATE of the above CERTIFICATE will be issued One Month hence, and the Original Certificate, unless produced at the Office of the General Managers within that period, will be held by the Company as Null and Void.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 3rd February, 1909. [271]

AUCTIONS

PUBLIC AUCTION.

THE SECOND SALE OF THE STOCK-IN-TRADE

OF  
MADAME JAYS, LIMITED,  
Will take place  
TO-DAY (FRIDAY),  
the 12th February, 1909, commencing  
at 10.30 a.m., at their Premises,  
Des Voeux Road.

The Sale will include AFTERNOON and EVENING GOWN and ROBES and a Selection of FURMED HATS.

Terms: Cash on delivery.

On View from WEDNESDAY, the 10th February, 1909.

GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 10th February, 1909. [307]

(BY ORDER OF THE MORTGAGEE.)

PARTICULARS OF SALE OF VALUABLE LEASEHOLD PROPERTY To be Sold

by  
PUBLIC AUCTION,  
On MONDAY,  
the 15th day of February, 1909, at 12 o'clock Noon, by MR. GEO. P. LAMBERT,  
Auctioneer.

BEING all that Piece or Parcel of ground situate at Victoria Hongkong known and registered in the Land Office as the REMAINING PORTION OF SECTION "O" OF MARINE LOT NO. 71 together with the Messuages or Tenements thereon known as Nos. 2, 4, 6 and 8, Sutherland Street, Victoria aforesaid. The said premises are held for the residue of the term of 999 years subject to the payment of the Crown Rent and to the performance of the covenants in the Crown Lease of the whole of Marine Lot No. 71, reserved and contained.

For further particulars and Conditions of Sale apply to—  
MESSRS. D'ALMADA & SMITH,  
Solicitors for the Vendor  
or to  
MR. GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 4th February, 1909. [283]

## BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS, BERLIN.

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INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.



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STORAGE,  
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT. Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE  
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS LEASE.

For Particulars, apply—  
GEO. FENWICK & Co., Ltd.  
Hongkong, 8th June, 1908. [96]

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ROOMS in HOTEL MANIONS, suitable for Office or Chambers.

Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings,  
Hongkong, 11th November, 1908. [104]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. SHEWAN TOMES & Co.)

Apply to—  
THE COMPRAHORE DEPARTMENT,  
E. D. SASSOON & Co.,  
Queen's Road Central,  
Hongkong, 10th June, 1908. [105]

TO LET.

UP-TO-DATE HOUSES in HUMPHREYS AVENUE, Kowloon, with Gardens at entrance.

Apply to—  
TAM TSZ KONG,  
42, Bonham Street West,  
or HUNG CHONG, 60, Elgin Road, Kowloon.  
Hongkong, 8th February, 1909. [299]

TO LET.

BERTHOLWYN, PEAK ROAD, Hot and Cold Water, well appointed Bathrooms, Kitchen and Drying Room. Tennis Court and Swimming Bath.

For Particulars Apply to—  
HUMPHREYS ESTATE AND FINANCE CO., LTD.  
Hongkong, 12th February, 1909. [125]

TO LET—FURNISHED.

"FUNG-SHUI," 121, PLANTATION ROAD, THE PEAK. Drawing and Dining Rooms, Three large and One Small Bedrooms, Dressing and Bath Rooms, Pantry, Kitchen and Laundry, Servants' Quarters, Poultry House, Large Vegetable Garden, Flower Garden, and Lawn.

Apply to—  
JOHNSON, STOKES & MASTER,  
Solicitors,  
8, Des Voeux Road Central,  
Hongkong, 9th January, 1909. [110]

TO LET.

NO. 47, CAINE ROAD (next to Forest Lodge). Suitable for a Boarding House, School, College or Family Residence. Recently painted and renovated throughout. Immediate Possession.

Apply to—  
CHATER & MODY,  
Hongkong, 23rd January, 1909. [248]

TO LET.

A HOUSE in WONG NEI CHONG ROAD. A HOUSE in RING TERRACE. NO. 10, DES VOEUX ROAD CENTRAL. 1st floor.

"HATHERLEIGH," Conduit Road. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL. PLATS in MORTON TERRACE.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st February, 1909. [97]

TO LET.

THE FURNISHED FLAT on Top Floor of Messrs. DOUGLAS LARSEN & Co.'s OFFICES, Four Rooms with Kitchen and Bath Room. Terms on application to—  
DOUGLAS LARSEN & Co.,  
No. 1, Douglas Street.  
Hongkong, 4th February, 1909. [281]

TO LET.

FROM 1st MAY.

KOWLOON MARINE LOT 48, Yau Ma Tei. Area 35,000 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—  
HUMPHREYS ESTATE AND FINANCE CO., LTD.  
Hongkong, 18th January, 1908. [103]

TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, Opposite Murray Pier.

Apply to—  
SCHULDT & CO.  
Hongkong, 28th July, 1908. [106]

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground. A 6-ROOMED HOUSE Furnished or Unfurnished at the Peak.

No. 6, CAMERON VILLAS, No. 59, Peak. Part of fully FURNISHED HOUSE at PEAK for 2 or 3 months from 1st May, 1909. Moderate Rental.

CMS. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June, 1909.

No. 55, ELGIN TERRACE. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, First & 2nd Floors, (over Caldwell MacGregor). OFFICES in QUEEN'S ROAD CENTRAL. BEILIOS TERRACE HOUSES, ROBINSON ROAD.

A GODOWN in Duddell Street.

Apply to—  
LINDSEY & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 6th February, 1909. [100]

TO LET.

NO. 52, CAINE ROAD.

Apply to—  
SAM WANG CO., LTD.  
81, Queen's Road Central,  
Hongkong, 30th September, 1908. [101]

INTIMATIONS

HARMSTON'S  
GRAND CIRCUS.

LAST 2 NIGHTS  
OF THIS GREAT SHOW IN HONGKONG

TO-NIGHT! TO-NIGHT!  
W. G. BROWN, A WELL KNOWN LOCAL MAN WILL ENTER THE RING OF TIGERS ACCOMPANIED BY THEIR TRAINER.

AGAIN TO-NIGHT!  
OUR GREAT PROGRAMME,  
BY OUR ALL STAR COMPANY.

SATURDAY NIGHT, FEB. 13TH.  
LAST NIGHT AND FAREWELL COMPLIMENTARY BENEFIT TENDERS TO MADAME HARMSTON. LOVE ON THIS OCCASION THE RIDING CONTEST WILL BE REPEATED A HANDSOME TROPHY FOR THE WINNER.

LIMITED TO SIX ENTRIES.

N.B.—A Special Service of Cars will run between Post Office and the Circus before and after the Performances.

LAST MATINEE—  
SATURDAY AFTERNOON,  
FEBRUARY 13TH.

Doors Open at 2.30 P.M.  
Children Half-Price at Matinees only.  
Booking at ROBINSON PIANO CO. LTD.  
COL. R. LOVE, Manager.

SUTTON'S SEEDS.  
Special Selections for South China.

CHINA EXPRESS CO.  
3, Duddell Street, Hongkong.  
Shipping and Insurance Agents.  
Hongkong, 22nd January, 1909. [50]

GUNS.

DIRECT from the Manufacturers at Lowest Prices. 12 bore Double Breech-loaders from 30s. each. Illustrated catalogue of LATEST MODEL Shot Guns, Combination Guns, Sporting Rifles, etc., post free.

C. JAMES & REYNOLDS,  
George Street, Minories, London, E.C., Eng.

TO LET.

TO LET.

COAL YARD. Immediate Possession. A PORTION OF THE COMPOUND of Marine Lot, No. 42, Wanchoi, Praya East.

Apply to—  
N. MODY & CO.,  
Hongkong, 23rd July, 1908. [107]

TO LET.

A HOUSE in MOUNTAIN VIEW for one or two years.

Apply to—  
DENNIS & BOWLEY,  
Hongkong, 28th January, 1909. [219]

TO LET—FURNISHED.

THE "GROVE," MACDONNELL ROAD, from the 15th of March, 1909, for 12 months.

Unfurnished—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.

Apply to—  
Messrs. PERCY SMITH & SETH,  
No. 5, Queen's Road Central,  
Hongkong, 20th January, 1909. [213]

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st February, 1909. [98]

TO LET.

NO. 3, ORMSBY VILLAS, KOWLOON. No. 8, BARROW TERRACE, Kowloon. Cheap Rental.

Apply to—  
SPANISH DOMINICAN PROCURATION,  
Hongkong, 4th February, 1909. [280]

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—  
SECRETARY,  
A. S. WATSON & Co., Limited,  
Hongkong, 23rd April, 1907. [102]

TO LET.

NOS. 3 & 5, LYEMOON VILLAS, KOWLOON. Electric Light installed.

Apply to—  
LEO D'ALMADA & CASTRO,  
No. 10, Queen's Road Central,  
Hongkong, 3rd February, 1909. [272]

TO LET.

From 1st March.

ONE OFFICE ROOM in Prince's Building Second Floor.

Apply to—  
REUTER, BROCKELMANN & Co.,  
Hongkong, 1st February, 1909. [263]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—  
CHATER & MODY,  
Victoria Buildings,  
Hongkong, 1st February, 1909. [264]

TO LET.

GOOD OFFICES at No. 2, PEDDER STREET.

Apply to—  
JARDINE, MATHESON & Co., LTD.  
Hongkong, 15th January, 1909. [194]

DEATH OF FATHER JOHN OF KRONSTADT.

One of the most notable figures in Russia, Father John of Kronstadt, departed this life last month. For many months, says the Times correspondent at St. Petersburg, his health had been failing, and recently, when he celebrated his 79th birthday, he told his friends that he had not long to live. The infirmities of age had so impaired his digestive functions that he wasted away from inanition, but up to within a few days of his death the man's remarkable energies enabled him regularly to conduct early Mass in the cathedral at Kronstadt. On Friday night all hope of his recovery was abandoned, and he died peacefully for hours he revived sufficiently to partake of the sacraments. At 9 the cathedral bells tolled the news of his decease across the frozen waters of the bay, and the news flashed throughout Russia, evoking universal sorrow. Thousands forthwith started for Kronstadt to bid him a last farewell. The priest's humble abode was literally besieged.

Rich and poor, high and low, officials in resplendent uniforms, ill-clad peasants have been passing in endless procession before the remains of their beloved pastor. He lies unshrouded in silver vestments, adorned with his mitre and his priceless crosses, both of which are presents from the Tsar. The face wears a stern, ascetic look. The shrivelled hand clasps the Gospel. Even in death he seems to exorcise his wonderful power over the minds of the lowly, for the atmosphere of those crowded rooms vibrates with the emotion of religious fervour, and were it not for the strong police control of the ingress and egress of mourners they would speedily trample each other in their eagerness to kiss the bier. This evening a vast multitude attended the Requiem at Kronstadt Cathedral, whither the remains have been transferred. Tomorrow the body will be brought to St. Petersburg for burial, and the authorities are already taking the necessary measures in view of the enormous concourse which is expected to follow it to the grave.

That the heart and conscience of Russia's millions, and of many who belong to foreign creeds—for did not men of other religions, including even Mahomedans, figure in the pilgrimages of Father John?—should be so deeply moved by a sudden deviation from the path of Ministerial response in a quite unexpected direction.

Now, he said I come to the critical side of the matter. As to the limits of what is permissible in the representation of the nude, opinions differ widely. My own judgment on this point is unalterably settled. The beauty of the human body as God has made it is as incontestable as it is harmless. To represent the human body in the justifiable endeavour of every serious and scientific art. Who could feel anything but ideal emotions at the sight of the Venus de Medici and other immortal works.

Herr Molke, however, has done better to have suppressed this Balaam-like blessing, where he was expected only to curse. It was vain that he denounced "beauty evenings" as an abuse of a good principle, and a danger to public morality, in vain that he implied his disapproval of the refusal of the Courts to order the confiscation of a certain pamphlet. The lighter-hearted of his auditors roared with laughter at this clap-net, but towards the Minister he was not at all merrily disposed.

The first of the latter to speak his mind was a Conservative, Herr Henning, who declared that portions of the Minister's speech were simply unbelievable.

Is it true, as I must assume, he asked, in stern tones, that the attitude of the Minister is connected with the sympathy of highly-placed ladies and gentlemen from our upper aristocracy with these beauty evenings? If so, then I ask, what are these aristocrats? Out with them.

The speaker became more and more vigorous in his denunciations, and the hall of the House shouted their agreement when he asserted that "beauty evenings" were no noble ladies. "These displays," he protested, "have no artistic significance, for the human form is always imperfect," which is certainly as true in Germany as it is anywhere else.

Herr Molke was swift to reply that his views and his actions had been approved by numerous artists of unquestionable respectability and authority, and some attention had to be paid to the opinions of such people.

Without having reached any very concrete result the debate was adjourned indefinitely, and Miss Desmond went home to think it over.—Daily Telegraph.

JOAN OF ARC APPEARS IN A VISION

The "A" is a newspaper in Rome, published in a report which has caused a sensation in ecclesiastical circles, that Joan of Arc recently appeared in a vision to the Pope and addressed to him solemn words of encouragement, exhorting him to continue his present policy, which she promised would shortly be crowned with triumph. It was while the Pope was engaged in devout prayer and meditation in his private oratory immediately after the ceremony of reading the decree of beatification that the apparition is said to have appeared. It was noticed that when the Pope came out of the oratory he was very pale and for several days maintained a marked silence.

CULT OF BEAUTY.

CURIOUS DEBATE IN THE PRUSSIAN DIET.

Miss Olga Desmond, a young lady of graceful figure and other personal charms, looked down with wide-eyed wonderment on the members of the Prussian House of Deputies. They were engaged in discussing a question that very nearly concerned herself. The last time she and they met, the rôles were to some extent reversed. On that occasion the Deputies were the observers, and Miss Desmond the observed. Moreover, they saw a great deal more of her than she could see of them to-day, for the lady then wore a garment which represented absolutely the extreme minimum to which attire can be reduced if it is to serve any purpose whatever.

The fact is that Miss Desmond is a disciple of the "nudity movement" and was seeking to persuade Parliamentarians, grave and otherwise, that the cause of art, if not of all, or the ill to which flesh is heir is one, habit of covering it up. Time was when Miss Desmond danced before Hans Carl, or Friedrich, who chose to pay an entrance fee, without even the sartorial minimum referred to above, but we must all compromise to some extent with the prejudices of our fellow-creatures, and the putting down of the indignant interpellation which was discussed this afternoon and certain other indications of public disapproval, induced her to share a little—a very little, he it repeated—of the rigidity of her principles.

DEPUTY'S INDIGNATION.

The lady's amazement at the course of the discussion was not unnatural, for she heard performances, for which she disclaimed any but moral or artistic values, denounced in most unequivocal terms. A National Liberal, who was a spectator of her exhibition, declared that there was nothing artistic about it, that, on the contrary, it was distinctly indecent, and calculated to offend the susceptibilities of a healthy-minded man. He had felt shame to the depths of his soul for the many women of all ages who were also present.

Herr Roeren, the introducer of the motion, it may be recalled, is the same Centre member whose conflict with Herr Dornburg led up to the dissolution of the Reichstag in 1906. He was not less sparing of the feelings of Miss Desmond. The movement, he declared, was making rapid progress, and numerous societies existed with hundreds of members for the purpose of holding social gatherings at which those taking part appeared without a stitch of clothing. In one of the publications of the movement he had found that its aim was "to liberate people from the unhealthy asceticism of Christianity."

It was true, he said, that the type of entertainment known as a "beauty evening" was no longer classed with picture exhibitions, but no required a permit from the police, but the authorities had been very slow in interfering. Herr Molke, Minister of Interior, said he quite shared the standpoint of the Centre speaker, but the task of the police in this case had not been an easy one. The first "beauty evenings" had been advertised as only accessible to members of the "Association for Ideal and Physical Culture," and were consequently private performances. In such a case the police had no power to interfere. It was only disconcerted later that membership of the association could be obtained instantaneously by paying a modest fee at the door. But now the exhibitions were only allowed with the minimum of clothing prescribed by the authorities, which, it may be added, differs materially from that alluded to above.

Having got as far as this, Herr Molke sent a shudder down the backs of Conservative and Centre members by a sudden deviation from the path of Ministerial response in a quite unexpected direction.

Now, he said I come to the critical side of the matter. As to the limits of what is permissible in the representation of the nude, opinions differ widely. My own judgment on this point is unalterably settled. The beauty of the human body as God has made it is as incontestable as it is harmless. To represent the human body in the justifiable endeavour of every serious and scientific art. Who could feel anything but ideal emotions at the sight of the Venus de Medici and other immortal works.

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must yield

Mother Seigel's Syrup puts your stomach and liver in healthy working order, and that is the end of indigestion. Your food digests freely and naturally, your body is nourished, and all impurities are driven from your system. Writing on January 7 last, Mr. James Hainsworth, 27, Sheldiffe Lane, Wagon House, Tong Street, Bradford, Yorks, says:—"I had no taste for food, and what I ate seemed to lie on my chest for hours. Sometimes I had a nasty sick feeling, and I was much troubled with wind and dizziness. But when I began taking Mother Seigel's Syrup I soon felt better, and now I am all right again."

TO MOTHER  
SEIGEL'S  
SYRUP

Mother Seigel's Syrup is now also prepared in Tablet Form and sold under the name of Mother Seigel's Syrup Tablets. Price 1/6d. per bottle. One use only.

THE SEEKER AFTER HEALTH

is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys

SHOULD TAKE

these pills. They are a skilful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault, digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

BEECHAM'S PILLS.

Sold everywhere in boxes, price 9d., 1/11 & 2/9.

THE  
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SOLE AGENTS.

TO BE OBTAINED EVERYWHERE.

DRINK

"ASAHI" & "SAPPORO" BEER.

THE DAIRY FARM COMPANY, LTD.

FINE FRESH AUSTRALIAN BUTTER.  
75, 75 & 80 Cents a lb.  
Sold in 4 lb. packets to suit convenience of Customers.  
Hongkong, 2nd February, 1909. [269]

SANG MOW.  
KATTAN AND GRASS  
FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.  
BAMBOO BEDS, MATTINGS  
in all colours on Sale.

All Orders receive Prompt attention.  
59A, QUEEN'S ROAD CENTRAL,  
HONGKONG.  
Hongkong, 20th February, 1908. [401]

RIGAUD'S  
KANANGA  
OF JAPAN  
TOILET WATER

Beware  
of Imitations.

RIGAUD & Co.  
PERFUMERS  
8, rue Vivienne, 8  
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INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.  
[28]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907 £18,114,624.

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The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 21st July, 1903. [1019]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.  
Hongkong 1st April, 1908. [48]

A BOON TO HONGKONG LADIES!

CHEFBOO HAND MADE LACES.

A NEW AND VARIED ASSORTMENT IN ALL FANCIFUL DESIGNS OFFERED AT 20 PER CENT. DISCOUNT OFF MARKED PRICES.

Call and inspect our display.

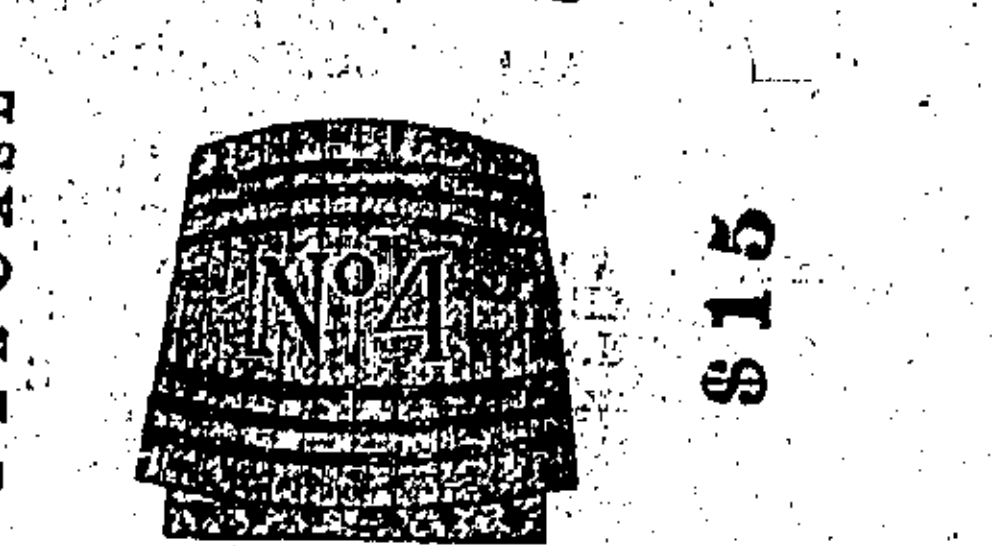
HOOSAIN-ALI & Co.,  
No. 14, Queen's Road Central,  
Hongkong, 18th January, 1909. [41]

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [660]

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

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THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GLENROTH AND HAS BEEN SOLD SINCE 1853.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.  
A. S. WATSON & Co., LTD.



## SHIPPING.

## ARRIVALS.

AMARA, British str., 11th Feb.—Canton.  
CHENAN, British str., 10th Feb.—Canton.  
CHENAN, British str., 1349, A. Harris, 11th Feb.—Shanghai 7th Feb., General—Butterfield & Swire.  
HANOT, French str., 742, Y. Pannier, 10th Feb.—Haiphong via Hoihow and Kwangchow 8th Feb., General—A. R. Marty.  
HEADLEY, British str., 2,711, Wm. Butler, 10th Feb.—Shanghai 7th Feb., General—Arnold, Karberg & Co.  
JAPAN, British str., 3,806, J. G. Olfert, 11th Feb.—Mojito 6th Feb., General—David Sassoon & Co., Ltd.  
JOSHIN MARU, Jap. str., 702, H. Murayama, 11th Feb.—Tamsui 8th and Swatow 10th Feb., General—Osaka Shosen Kaisha.  
KAMOR, Norwegian str., 949, S. Fale-Muila, 10th Feb.—Wakamatsu 4th Feb., General—Mitsui Bussan Kaisha.  
KOWLOON, German str., 10th Feb.—Canton.  
KOWYANG, British str., 10th Feb.—Canton.  
KOWYANG, British str., 11th Feb.—Canton.  
KOWYANG, British str., 1644, G. S. Weigall, 10th Feb.—Sandakan 4th Feb., Thimber-Jardine, Matheson & Co.  
MEIKO, Chinese str., 10th Feb.—Canton.  
WOSANG, British str., 10th Feb.—Canton.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
11th February.  
Jangkok, German str., for Bangkok.  
Cape Corne, British str., for Kutchinotzu.  
Chenau, British str., for Shanghai.  
Chinhu, British str., for Canton.  
Glenogle, British str., for Amoy.  
Hokan, Japanese str., for Kutchinotzu.  
Lingchow, British str., for Hoiho.  
Yuen, British str., for Shanghai.

## DEPARTURES.

11th February.  
ALDENHAM, British str., for Kobe.  
BERGOL, British str., for Nagasaki.  
CHOSUN MARU, Japanese str., for Swatow.  
FOOKANG, British str., for Singapore.  
HAIKUN, British str., for Swatow.  
HINSANG, British str., for Canton.  
HONG WAN L, British str., for Amoy.  
KAMOR, Norwegian str., for Canton.  
KNIVBERG, German str., for Hoihow.  
MISHIMA MARU, Japanese str., for Singapore.  
NINGHO, British str., for Canton.  
PHUYEN, French str., for Saigon.  
SHINKO MARU, Japanese str., for Takao.

## SHIPPING REPORTS.

The British str. Japan reports: Dull overcast weather.  
The British str. Headley reports: Weather very unsettled incessant rain and mist.

## VESSELS IN DOCK.

ABERDEEN DOCK.—Buja Maru.  
KOWLOON DOCK.—H.M.S. Whiting, Tarlac, Tachan, Minas de Iltan, Patrin, Japan.  
COSMOPOLITAN DOCK.—Glenogle.

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THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.  
(With Liberty to Call at the Malabar Coast.)

## THE Steamship

"HEADLEY"  
will be despatched for the above Ports TO-DAY, the 12th February, 1909.  
For Freight, apply to  
ARNOLD, KARBERG & Co.,  
Agents.  
Hongkong, 15th January, 1909. [198]

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria, and Malaga.)

## THE Steamship

"ISCHIA,"  
Captain Belsito, will be despatched as above on TUESDAY, the 16th inst., at Noon.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 12th February, 1909. [4]

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST.)

## PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.  
S.S. "SUEGA" About 23rd Febr.  
For Freight and further information, apply to  
DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 28th January, 1909. [1712]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the Brazils to Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

## THE Company's Steamship

"SILERSIA,"  
Capt. Radonich, will be despatched as above on THURSDAY, the 25th February, 1909.  
This Steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & Co.,  
Agents.  
Princes Buildings.  
Hongkong, 25th January, 1909. [3]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blako Pier. 3 From Blako Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL.	BRITANNIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	MALTA	Brit. str.	—	W. F. Crossley, R.N.R.	P. & O. S. N. Co.	About 24th inst.
BREMEN & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 25th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	WESTPHALIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 5th March.
HAVE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 28th inst.
HAVE & HAMBURG VIA STRAITS, &c.	POLYNESIEN	Fr. str.	—	—	HAMBURG-AMERICA LINE	On 5th March.
MARSEILLES, &c. VIA PORTS OF CALL.	SANCKI MARU	Jap. str.	—	R. Homma	MESSAGERIES MARITIMES	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YEDDO	Dut. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTGOMERYSHIRE	Brit. str.	—	—	MELCHERS & Co.	On 20th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CONSTANTIA	Ger. str.	k.w.	—	JARDINE, MATHESON & Co., Ltd.	About 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MAKRONIA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 3rd Mar., at D'light
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	ATSUBA MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 7th April.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	P. R. LUTFOLD	Ger. str.	—	W. Thompson	MELCHERS & Co.	On 24th inst., at Noon.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	PRINCESS ALICE	Ger. str.	—	H. Krichner	MELCHERS & Co.	On 10th March.
TRIESTE, &c. VIA SINGAPORE, &c.	SILESIA	Ger. str.	—	—	SANDER, WIELER & Co., Ltd.	On 25th inst.
NEW YORK	HEADLEY	Brit. str.	—	—	DODWELL & Co., Ltd.	About 28th inst.
BOSTON & NEW YORK	EMPERESS OF CHINA	Brit. str.	2 m.	—	ARNOLD, KARBERG & Co.	To-day.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 2nd March, at 7 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	SUVERIC	Brit. str.	—	W. Shotton	CANADIAN PACIFIC R. Co.	To-morrow, at 5 p.m.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	ISO MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	—	G. S. Laprak	NIPPON YUSEN KAISHA	On 2nd March, at Noon.
AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	—	J. Minssen	MELCHERS & Co.	On 25th inst., at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekino	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Jap. str.	—	L. Dawson	BUTTERFIELD & SWIRE	On 19th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	N. Yagi	NIPPON YUSEN KAISHA	On 19th March, at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 8th April, at 4 p.m.
BAKKA	YATACHI MARU	Jap. str.	—	C. J. Benson, R.N.R.	P. & O. S. N. Co.	About 17th inst.
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	R. Swala	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
YOKOHAMA	YATACHI MARU	Jap. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA	WOSANG	Brit. str.	—	A. A. Campbell	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
YOKOHAMA	KWONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
YOKOHAMA	DORTMUND	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	To-morrow.
YOKOHAMA	PALAWAN	Brit. str.	—	C. R. Longden, R.N.R.	P. & O. S. N. Co.	About 13th inst.
YOKOHAMA	PRINCESS ALICE	Ger. str.	1 m.	P. Grosch	MELCHERS & Co.	On 14th inst., at D'light
YOKOHAMA	AMADA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 15th inst.
YOKOHAMA	TOURANE	Fr. str.	—	Lancelin	MESSAGERIES MARITIMES	On 16th inst., at Noon.
YOKOHAMA	GREGORY APCAR	Brit. str.	—	S. H. Belsito	DAVID SASSOON & Co., Ltd.	About 19th inst.
YOKOHAMA	DELTA	Brit. str.	k.w.	B. W. H. Snow	HAMBURG-AMERICA LINE	On 25th inst.
YOKOHAMA	YATACHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 2nd March, at Noon.
YOKOHAMA	KUSANO	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 8 a.m.
YOKOHAMA	SHOSHI MARU	Jap. str.	—	H. Murayama	OSAKA SHOSSEN KAISHA	On 14th inst., at 9 a.m.
YOKOHAMA	JOSHIN MARU	Jap. str.	—	Pand r.	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA	TIPANAS	Jap. str.	—	Hodgins	DOUGLAS LARPAIK & Co.	To-day, at Noon.
YOKOHAMA	HAIKANG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LARPAIK & Co.	On 14th inst., at Noon.
YOKOHAMA	HAIKUN	Brit. str.	2 h.	Passmore	DOUGLAS LARPAIK & Co.	On 16th inst., at Noon.
YOKOHAMA	HAICHENG	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
YOKOHAMA	SINGAN	Brit. str.	—	J. Warrack	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 10 a.m.
YOKOHAMA	CHIEHI	Brit. str.	—	P. H. Rolfe	SWANSON, TOMES & Co.	To-day, at 4 p.m.
YOKOHAMA	YUENHANG	Brit. str.	—	A. Somerville	BUTTERFIELD & SWIRE	On 18th inst., at 3 p.m.
YOKOHAMA	ZAPIRO	Brit. str.	—	S. J. Payde	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 4 p.m.
YOKOHAMA	TAMING	Brit. str.	1 m.	R. W. Almond	SWANSON, TOMES & Co.	On 20th inst., at Noon.
YOKOHAMA	LOONGSANG	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 23rd inst., at 8 p.m.
YOKOHAMA	TRIAN	Brit. str.	1 m.	G. H. Pennesfather	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
YOKOHAMA	SUNGKANG	Brit. str.	1 m.	F. Semblil	MELCHERS & Co.	Beginning of March.
YOKOHAMA	BORNEO	Brit. str.	—	—	CARLOWITZ & Co.	On 16th inst., at Noon.
YOKOHAMA	ISCHIA	Ital. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst.
YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
YOKOHAMA	LAISANG	Brit. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA	TILATAP	Dut. str.	—	—	—	—

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. SEATTLE &amp; TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	5,232	W. Shotton	On 13th Febr., 5 P.M.
GYMERIC	4,002	J. C. A. Hall	On 11th March.
KUMERIC	6,232	F. S. Cowley	On 8th April.
INVERIC	4,789	R. J. Howie	On 6th May.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS. 8

## NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STRAITS TO SAIL.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINCESS ALICE"	Capt. P. GROSCH	About Saturday, 13th February.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINCE REGENT LUTFOLD"	Capt. H. KIRCHNER	Wed'ay, 24th Febr., at Noon.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA"	Capt. H. MINNSEN	Thursday, 25th Febr., at 5 P.M.
KUDAT & SANDAKAN	"BORNEO"	Capt. F. SEMBILL	Beginning of March.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.  
Hongkong, 11th February, 1909.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific in the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel, 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)	ARRIVE VANCOUVER.
R.M.S. "EMPERESS OF CHINA"	6,080 Tons	LEAVE HONGKONG
"EMPERESS OF INDIA"	6,163 Tons	SATURDAY, 13th Febr.
"EMPERESS OF JAPAN"	6,000 Tons	TUESDAY, 2nd March
"EMPERESS OF CHINA"	6,000 Tons	SATURDAY, 13th March
"EMPERESS OF INDIA"	6,000 Tons	TUESDAY, 2nd April
"EMPERESS OF JAPAN"	6,000 Tons	SATURDAY, 10th April
"EMPERESS OF CHINA"	6,000 Tons	SATURDAY, 1st May
"EMPERESS OF INDIA"	6,163 Tons	TUESDAY, 11th May

"EMPERESS" Steamships will depart from HONGKONG at 7 A.M. S.S. "MONTAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamers ..... £40 ..... £42

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blako Pier.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR STRAITS TO SAIL.	STRAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	Capt. Lancelin
MARSEILLES VIA PORTS	"POLYNESIEN"	Capt. Broc
SHANGHAI, KOBE & YOKOHAMA	"NERA"	Capt. X.
MARSEILLES VIA PORTS	"SALAZIE"	Capt. Magnen

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 2d hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPHORIN, AGENT,  
Hongkong, 9th February, 1909. Queen's Building. 2

## VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

"GREGORY APCAR,"  
Captain S. H. Belsito, will be despatched for the above Ports on THURSDAY, the 18th Febr., at Noon.

This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents.

Hongkong, 11th February, 1909. [313]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"BRITANNIA,"  
Captain S. Barham, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 20th February, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOOLTAN," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Egyr" due in London on the 2nd April, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 8th February, 1909. [1]

## FOR MARSEILLES, LONDON AND ANTWERP.

Taking cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

## THE Steamship

"MONTGOMERYSHIRE,"  
will be despatched as above on or about the 23rd February.

For Freight, &c., apply to—  
JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, 4th February, 1909. [249]



MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

## CODE WORD: "DOCK."

A.I. A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, NAGASAKI, PALAWAN MOJI, KOBE and YOKOHAMA	Capt. C. R. Longdon, R.N.R.	About 13th Febr.	Freight and Passage.
KOBE	DELTA Capt. C. J. Henton, R.N.R.	About 17th Febr.	Freight only.
SHANGHAI	DELTA Capt. B. W. H. Snow	About 19th Febr.	Freight and Passage.
LONDON VIA USUAL PORTS	BRITANNIA Capt. S. Barcham	Noon, 20th Febr.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO PORT SAID and MARSEILLES	MALTA Capt. W. F. Crosey, R.N.R.	About 24th Febr.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th February, 1909.

## CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG, PAKHOI and HAIPHONG	"SINGAN"	On 12th Febr., 10 A.M.
CEBU and ILOILO	"SUNGKANG"	On 12th Febr., 4 P.M.
HAIPHONG	"CHIHI"	On 14th Febr., 10 A.M.
MANILA	"TAMING"	On 16th Febr., 3 P.M.
MANILA	"TEAN"	On 23rd Febr., 3 P.M.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 26th Febr., 4 P.M.
MANILA, ZAMBOANGA and AUSTRALIA	"CHANGSHA"	On 8th April, 4 P.M.

For Freight or Passage apply to—  
Hongkong, 12th February, 1909.BUTTERFIELD & SWIRE,  
AGENTS.

## DOUGLAS STEAMSHIP CO., LIMITED.

### HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON  
THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS  
PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY & FOOSHOW	FRIDAY, 12th Febr., at Noon.
"HAIMUN"	SWATOW	SUNDAY, 14th Febr., at Noon.
"HAICHING"	SWATOW, AMOY & FOOSHOW	TUESDAY, 16th Febr., at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL  
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR  
BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 12th February, 1909.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 14th Febr., at 9 A.M.
* ANPING VIA SWATOW	"SHOSHU MARU"	WEDNESDAY, 17th Febr., at 8 A.M.

\* These new Steamers have excellent accommodation for First and Second Class  
Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships.  
Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch  
Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th February, 1909.

T. ARIMA, Manager

[13]

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOSANG"	Friday, 12th Febr., Noon.
SHANGHAI	"KWONGSANG"	Friday, 12th Febr., 4 P.M.
SHANGHAI	"YUENSANG"	Friday, 12th Febr., 4 P.M.
SHANGHAI	"AMARA"	Sunday, 14th Febr., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Monday, 15th Febr., Noon.
MANILA	"LOONGSANG"	Friday, 19th Febr., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Tuesday, 2nd March, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for  
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a  
stay 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout  
with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang  
Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

[16]

## EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

### PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"YEDDO"	On 20th February.

For Further Particulars apply to

MELOCHERS & CO.,  
AGENTS.

6

## NIPPON YUSEN KAISHA.

### EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,  
COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED  
FROM HONGKONG AS FOLLOWS:

ATSUTA MARU - (Capt. W. THOMPSON) - About Wed. 7th April.

MIYASAKI MARU - (Capt. W. BAINBRIDGE) - About Wed. 5th May.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 10th February, 1909.

[93]

## NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.) PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, and PORT SAID	"SANUKI MARU" Capt. K. Homma	6112	WEDNESDAY, 17th Febr., at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI and YOKOHAMA	"AWA MARU" Capt. A. Keith	6309	WEDNESDAY, 3rd March, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE	"ITO MARU" Capt. S. J. G. Parsons	6320	TUESDAY, 16th Febr., at Noon
BRISBANE, SYDNEY, and YOKOHAMA	"KAGA MARU" Capt. G. S. Ispraik	6301	TUESDAY, 2nd March, at Noon
NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU" Capt. T. Sakai	3817	FRIDAY, 19th Febr., at Noon
BOMBAY via SINGAPORE and COLOMBO	"NIKKO MARU" Capt. M. Yagi	5539	FRIDAY, 19th March, at Noon
KOBE and YOKOHAMA	"NIKKO MARU" Capt. R. Swain	5539	WEDNESDAY, 17th Febr., at Noon
SHANGHAI, MOJI and YOKOHAMA	"KAGESHIMA MARU" Capt. T. Arakawa	4687	FRIDAY, 19th Febr., at Noon
KOBE	"HITACHI MARU" Capt. F. E. Cope	6715	MONDAY, 22nd Febr., at Daylight
	"TAKASAKI MARU" Capt. A. Mocker	4370	THURSDAY, 25th Febr., at Daylight

\* Omitting Yokohama.  
† Fitted with Marconi's System of Wireless Telegraphy.  
‡ Cargo only.  
§ Through Passengers Tickets issued to the Principal Cities in the United States, Canada  
and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic  
Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama,  
1st and 2nd Class through Passengers have the option of travelling by Rail.  
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 9th February, 1909.

T. KUSUMOTO,  
MANAGER.

[15]

## HAMBURG-AMERIKA LINIE HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marcellus, Genoa, and other Mediterranean,  
and all North and South American Ports  
Also via Aden or Port Said, by the Company's Arabian and Persian Service to  
Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR BREMEN & HAMBURG:
S.S. DORTMUND ... 13th Febr.	S.S. ANDALUSIA ... 25th Febr.
S.S. JILLYRIA ... 25th Febr.	FOR HAVRE & HAMBURG:
S.S. SEPIA ... 25th Febr.	S.S. SLAVONIA ... 23rd Febr.
S.S. AMERICA ... 10th March	FOR MARSEILLES & HAMBURG:
S.S. BRIGAVIA ... 20th March	S.S. CONSTANTIA ... 23rd Febr.
S.S. BELGRAVIA ... 31st March	FOR ROTTERDAM & HAMBURG:
S.S. SILESIA ... 13th April	S.S. WESTPHALIA ... 5th March
S.S. SUEVIA ... 13th April	FOR HAVRE & HAMBURG:
S.S. SCANDIA ... 27th April	S.S. SAXONIA ... 5th March
S.S. SENEGAMBIA ... 10th May	
S.S. SEGOVIA ... 17th May	

Further Particulars, apply to—

Hongkong, 12th February, 1909.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

[12]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light, Perfect  
Cuisine, SURGEON and STEWARDESS carried. All the most up-to-  
date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 13th Febr., Noon.
RUBI	2540	R. W. Almond	Manila	On 20th Febr., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 8th February, 1909.

[14-174]

## JAVA-CHINA-JAPAN LIJN REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	First half of Febr.	JAVA	First half of Febr.
TJIPANAS	JAVA	First half of Febr.	AMOY	First half of Febr.
TJIBODAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIKINI	JAPAN	Second half of Febr.	JAVA	Second half of Febr.
TJILIWONG	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIMAH	JAVA	First half of March	SHANGHAI	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for  
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports  
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN.  
York Buildings, 1st Floor.  
Hongkong, 4th February, 1909. Telephone No. 375.

[18]

### PASSENGER SEASON 1909.

## IN 25 DAYS TO ITALY

BY THE

## MAGNIFICENT N.D.L. LINERS:

Tons Reg.

"PRINCESS ALICE" - 10,911 - ON MARCH 10TH.

"KLEIST" - 9,000 - ON MARCH 24TH.

"PRINZ LUDWIG" - 9,630 - ON APRIL 7TH.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON  
TO LAND PASSENGERS.

Early booking recommended,  
For Particulars, apply to—

MELCHERS & Co.,  
GENERAL AGENTS.

Hongkong, 5th February, 1909.

[92]

## PENINSULAR & ORIENTAL STEAM NAVIGATION COY.

### S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING  
AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 17TH.  
LONDON - - - - - APRIL 24TH.

FARES TO LONDON:—  
1st SALOON £71.10 SINGLE £106.14 RETURN.  
2nd " £48.8 " £72.12 "

For further Particulars apply to—

E. A. HEWETT,  
SUPERINTENDENT.

Hongkong 1st January, 1909.

[1600]

## SOUTH MANCHURIA RAILWAY CO. SHORTEST AND QUICKEST ROUTE BETWEEN CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun  
(Kwanchengtzun), in connection with Siberian Express trains at Harbin, by a train  
composed of excellently equipped Sleeping and Dining Cars expressly built for the  
Company by the Pullman Car Co.

BRANCH RAILWAY LINES:  
Ryokou Line—For Ryokou (Port Arthur), 2 hours from Dairen.  
Yingkou Line—For Yingkou (Newchang), 3 hours from Tashichiao Junction.  
Fushun Line—For the famous Fushun Collieries from Suchiatun Junction.  
Antung-Hsien Line—A light railway from Mukden to Antung-Hsien connecting  
with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer  
"Kobe Maru" (2,877 tons) sailing from Dairen every Monday and from Shanghai  
every Friday, in connection with the South Manchurian Express and Trans-Siberian  
Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add: "Yamato").  
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENG TZU),  
all managed by the Company and provided with every convenience, luxury, and  
comfort.

TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK & SON  
and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COLLIERIES—Fushun Steam Coal is supplied at Dairen, Yingkou, &c.  
Fresh stock always on hand.

SOUTH-MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add: "MANZU" Codes: A.B.C., 5th Ed., AI and Lieber's.

[137]

## THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-  
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—  
16, DES VUEX ROAD, HONGKONG.

Japan Office:—  
14, WATER STREET, YOKOHAMA.



